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China Mail

ESTABLISHED 1845

No. 27,080 HONG KONG, THURSDAY, JANUARY 17, 1929. PRICE \$3.00 Per Month.

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"NOW A FREE MAN AGAIN!"

**IRENE CLAIM
ECHO OF PIRACY; OWNERS LOSE ACTION
COMMANDER'S RELIEF**

Claiming \$530,000 plus \$1,000 a day (for over a year) against Lt. Comdr. Frederick John Crosby Halahan, R.N., the China Merchants S.N. Co. owners of the s.s. "Irene" (which was pirated), and also of the "Hainan" (which is referred to elsewhere on this page) saw judgment entered against them, with costs, in the Supreme Court, Hong Kong, this morning.

The "Irene" (flying the Chinese flag) was coming south from Shanghai when she was pirated. On the night of Oct. 20, 1927, the pirates were taking her into Blas Bay, their stronghold, when H.M.S. Submarine L4 challenged the vessel and, on being flouted, fired at the merchantman. Lt. Halahan, as he then was, was in command of L4. Most of those on board were accounted for—222 being saved—and some of the pirates brought to book in Hong Kong. But the "Irene" went down.

The Claim
Sitting in Admiralty jurisdiction this morning, the Chief Justice (Sir Henry Gollan, C.B.E., K.C.) observed that the strongest fact was that Lt. Halahan's action had been ratified and accepted by his superiors.

For the plaintiffs (the China Merchants Co.) were Mr. F. C. Jenkin, C.B.E., and Mr. H. G. Sheldon (instructed by Mr. F. H. Loseby). For the defendant (Lt. Comdr. Halahan) was Mr. Eldon Potter, K.C. (instructed by Mr. C. Butler Johnson).

Upon His Lordship rising, Lt. Comdr. Halahan jumped to his feet, exclaiming: "I am now a free man again!" He has been staying in the Colony since the action was first mooted.

The owners alleged that the "Irene" was wrongfully sunk in the territorial waters of the Republic of China by gunfire from the L4.

The claim was—
Total loss of "Irene" \$500,000
Stores 5,000
Officers' kit 15,000
Extra disbursements to officers and crew for clothes, board, lodging and fares to Shanghai .. 10,000

Total \$530,000
to which was added a claim for the loss of use of the ship from Oct. 19, 1927, at the rate of \$1,000 a day.

No Redress
Mr. Jenkin referred to the pleas raised by the defence. He said the defendant had pleaded that the loss of the "Irene" was not caused wrongfully and, in any event, his action was authorised by the Crown, or, in the alternative that it was ratified by the Crown.

Plaintiffs had been advised that if that plea was substantiated by evidence, then they could obtain no redress from the Court. Since the plea was filed, the evidence of Commodore J. L. Pearson, C.M.G. (who went Home recently), had been taken *de bene esse* showing that a despatch was sent by the Secretary of State for the Colonies to H.E. the Officer Administering the Government, Hong Kong. The defence was satisfied on that evidence that the plea "an Act of State" had been substantiated. The plaintiffs could not, therefore, get any redress at his Lordship's hands but the Crown had desired them to appear in court and offer no evidence. He, Mr. Jenkin, accordingly, had no alternative but to consent to judgment.

Mr. Potter remarked that, in fairness to Lt. Comdr. Halahan, he would like to point out it was clear that the plea of "Act of State" meant that the shot was fired as the result of express orders. It had been proved by Commodore Pearson, who was not cross-examined, although the solicitor concerned was then in attendance. The plea raised in no sense implied that the defendant had done anything he was not justified in doing.

Strongest Fact
His Lordship would appreciate, continued Mr. Potter, that the defence which was set out at the very earliest possible moment, gave full details of what took place. The defendant contended that in acting as he did, he used no more than reason-

DEADLOCK REACHED

**OPPOSED DEMANDS AT HANKOW
BOYCOTT CONTINUES**

To-day's news from Hankow, sent by Reuters, reads:—
Anti-Japanese pickets reappeared to-day and renewed their activities.
A very strong protest is being lodged with the Commissioner for Foreign Affairs by the Japanese Consul-General, in connection with the assault and detention of a Japanese civilian on Jan. 15.

Otherwise the situation has not changed.
Negotiations over the death of the coolie (one of the primary causes of the trouble) having proved abortive, the Japanese Consul-General is insisting on the removal of the boycott pickets and other annoyances before discussing the settlement of the "coolie incident."

Premises Shut Down
On the other hand, the office of the Commissioner for Foreign Affairs is holding out for the three demands (\$3,000 compensation for the coolie's dependants, punishment of the Japanese Marine alleged to have caused his death, and withdrawal of the Japanese Marines) prior to moving the lifting of the boycott.

The situation has, therefore, reached a complete deadlock.

All Japanese premises outside the Japanese Concession have now been closed down. The Japanese occupants of such premises have moved into the Concession, with the exception of the Japanese banks, which are carrying on with Japanese staffs only.
An overnight (earlier) cable read as follows:—
The Night Before
The evening of Jan. 15 passed off quietly.

A tour of the Japanese Concession and environs revealed not a single boycott picket in sight, so apparently as the result of to-day's advices from Tokyo and the Japanese Consul's representations, the Chinese authorities have taken action. What threatened to develop into a more serious position this afternoon has therefore been averted and the general situation seems much more sanguine.

**AFGHANISTAN
POSITION STILL CONFUSED;
FIGHTING CONTINUING**

London, Yesterday.
The position in Afghanistan is still confused and very little direct information is available. No immediate apprehension, however, is felt in London for the safety of the British and other foreign legations.

Fighting appears to be continuing in Kabul between the followers of Bacha Saqao and Government troops.—British Wireless Service.

Allahabad, Yesterday.
Four sons of the late Ayub Khan have been escorted by the police to Calcutta. It is understood they will be deported to Burma as a precautionary measure in view of the conditions in Afghanistan.

Afghan Refugees
Lahore, Yesterday.
Prince Abdulqadir Effendi, an Afghan refugee, has been deported and has gone to Rangoon. The deportation is believed to be connected with the unrest in Afghanistan. Abdulqadir is a brother of Muhammad Omar Khan.—Reuters.

able force under the circumstances. Lt. Comdr. Halahan had been detained in Hong Kong for over a year for the purpose of substantiating the defence.

"I make that statement," Mr. Potter added, "because it might be understood outside the Court that the plea of 'Act of State' suggests that there are no merits in the defence. No such inference can be drawn because, in fact, a very sound defence on the merits had been raised."

His Lordship: The strongest fact is that the defendant's action has been ratified and accepted by his superiors.
Mr. Potter: Thank you, Your Lordship. That is the strongest way of putting it.
His Lordship: Under the circumstances, I think Mr. Jenkin and Mr. Sheldon have taken the right course in the matter. I therefore enter judgment for the defendant with costs.

FORTUNE OF MR. B. A. SOMEKH

**OVER £100,000
BUT ONLY \$900 OF SHARES IN HONG KONG**

RESEALING OF PROBATE
Estate duty amounting to \$15,742 18s. 0d. (consisting mainly of sheets of Consular service stamps of £50 each) was paid in H.B.M.'s Supreme Court in China, Shanghai, before probate of the will and codicils of Mr. Benson Aaron Somekh, who died on December 27, 1927 at No. 1,006, Avenue Joffre, French Concession, Shanghai, was granted. His net estate was valued at Tads 1,093,002.65 (well over £100,000).

The Hong Kong estate comprises only shares worth \$900. Re-sealing of probate for same has been granted by the Supreme Court of Hong Kong to the Hon. Mr. W. E. L. Shenton, attorney for Mr. Reuben David Abraham, the executor.

**BEG "SOLO" FLIGHT
LADY BAILEY BREAKS MANY RECORDS
REACHES CROYDON**

London, Yesterday.
Lady Bailey landed at Croydon this afternoon in her De Havilland Moth aeroplane, thus completing her flight from London to Capetown and back.

She had been escorted from Berck Plage, in France, where she took off by aeroplane of the Air Union which had been sent specially to accompany her owing to bad weather conditions in the Channel.

She was greeted at Croydon by a large cheering crowd.
Lady Bailey has created several new records by her flight. She is the first woman to fly from London to Capetown and back. She has made the longest flight ever accomplished by a woman and her 18,000 miles' journey is the longest "Solo" flight by either man or woman. In addition, she is the first woman to have flown over the Congo and Sahara.—British Wireless Service.

**BADLY MARKED
CARGO COMPLAINTS FROM PHILIPPINES
INSTRUCTIONS ISSUED**

The Philippine Insular Customs are complaining of goods arriving at Philippine ports with packages improperly marked. Following is a circular issued by the Insular Collector of Customs dated Manila, November 8, 1928.

"On several occasions many cases of imported merchandise shipped from New York and Asiatic ports discharged at this port were found marked only in pencil, which has given rise to considerable difficulties and delays in their clearance and delivery. It is obvious that marks made in pencil can be easily changed or altered. Such a practice, if tolerated, would practically nullify the established system for the detection of contraband, unless all such cases were opened and examined.

"In order to protect the revenue of the Government and to facilitate the enforcement of the Customs laws and regulations, you are informed that delivery of all cases of imported merchandise marked in pencil or bearing no mark at all will not be permitted until after each and every one of them is opened and examined and the contents found to agree with the declarations made in the corresponding entries.

"It is accordingly requested that your respective agencies be informed that the improper marking of cases above pointed out has been a source of annoyance and embarrassment at ports of destination in the Philippine Islands and that they should see to it that all cases of merchandise are properly marked and numbered before shipment.

"In order to give you ample time to communicate with your respective agencies so that they may take steps to comply with the aforementioned requirements, you are advised that on and after January 1, 1929, this Office will not permit any case of imported merchandise marked in pencil or bearing no mark at all to be discharged into the ports or wharves at all ports of entry."

KING'S HEALTH

**STRONGER THAN SINCE HIS BREAKDOWN
"UNCHANGED"**

London, Yesterday.
A British wireless message states:—
Following the official statement made at Buckingham Palace this morning that the King's slow progress was maintained, it was authoritatively stated that the King is now definitely stronger than at any time since the beginning of his illness.

The increase of strength is, however, very gradual and cannot be measured from day to day though, as compared with a fortnight ago the King is considerably stronger.

The difficulty of persuading His Majesty to take nourishment has been largely overcome and for the

CARVALHO YEO
Needless to say, the life story of Carvalho Yeo made a deep impression on Hong Kong. But, in spite of ample notice and an abundant supply, a large number of readers were disappointed in not being able to obtain copies of Monday's issue of the "China Mail," in which this sensational narrative appeared.

Would-be buyers poured in from Monday onwards and telephone inquiries were made as late as yesterday evening.
And there is one opportunity more. The article has been reproduced in extenso in the weekly edition of the "China Mail" and the only illustrated weekly budget of "local" and "China" news published in the Colony. It will make most interesting reading in other parts of the world.

The "Overland China Mail" is now on sale.
past week he has been taking more food. This has been reflected in increased strength. There is a growing feeling of confidence in the King's recovery at the Palace.

FAIR WEATHER
N. E. winds, strong, fair, is the forecast until noon tomorrow.

The anticyclone central over N. E. China is spreading eastward.
Strong monsoon will continue along the S. E. coast of China and over the N. China Sea.

REPARATIONS
MR. PARKER GILBERT NOT TO RESIGN NOW

Paris, Yesterday.
It is definitely stated in well-informed quarters that Mr. Parker Gilbert, Reparations Agent General, will not resign before the end of the Reparations Conference but only after the Reparations question has been finally settled.—Reuters.

**FRENCH TRADE
REVENUE RETURNS FOR 1928**

Paris, Yesterday.
The revenue returns for 1928 totalled 42,890,000,000 francs, showing a surplus of Frs. 3,288,000,000 on the Budget forecasts and an increase of Frs. 2,695,000,000 on the total of 1927.—Reuters.

TO-DAY'S DOLLAR
The closing rate of the dollar on demand to-day was 2/0 3/8.

SALVATION ARMY CONTROVERSY

**COUNCIL'S VOTE
ADJUDICATE GENERAL BOOTH UNFIT TO COMMAND**

London, Yesterday.
The High Council of the Salvation Army to-day further discussed the resolution to adjudicate General Bramwell Booth unfit to retain the leadership. The General's refusal to accept the Council's suggestion that he should retire was discussed for more than four hours yesterday.

It was expected that to-day the Council would take a vote almost immediately after their assembly. Many members, however, were reluctant to take the final step of deposing the General.

They still hoped that some sort of compromise might be reached by which the General could continue to hold power for the term of his life but that his successor would be appointed by the High Council.

It was gathered that any decision to depose the General would be challenged in the law courts by the General's supporters.—British Wireless Service.

Emotional Scene
The High Council's decision was taken by secret ballot after midnight at the end of a fourteen hours' session.

There was a moving scene after the result became known, the Council immediately singing fervently the hymn, "When we cannot see our way."
All the women and many of the men present were in tears. Thereafter they dispersed silently.

**JACK DEMPSEY
TO PROMOTE "HEAVY" FIGHT
RICKARD'S PLANS**

New York City, Jan. 10.
Jack Dempsey, ex-heavyweight champion who is endeavouring to carry out plans of boxing promotion which were made by the late Tex Rickard, announced to-day that he is returning immediately to Miami Beach, Florida, in order to complete negotiations initiated by Rickard for a fight between Jack Sharkey and Young Stribling.

A fourth meeting between the Boston heavyweights, Jack Sharkey and Jim Maloney, is planned by Matchmaker Tom McArdle for Madison Square Garden this month. Maloney outgaped Johnny Risko at the Hub several weeks ago and boxed Con O'Kelly, of Ireland, in the Garden feature of December 21.

Another important bout scheduled for this month is between Leo Lomax and James J. Braddock, January 18, with the winner to meet Tommy Loughran for the lightweight championship in February.

A COLLISION
ALLEGATION THAT EXPRESS DRIVER WAS DRUNK
14 KILLED; 40 INJURED

Berlin, Yesterday.
A message from Bukharest states that 14 have been killed and 40 seriously injured in a collision between an express train from Bukharest for Temesvar and a passenger train, which had been held up at the station of Prusina owing to derailment.

The mail van and a number of coaches were wrecked and burned. It is alleged that the driver of the express was drunk.—Reuters.

SIR JOHN BRUNNER
London, Yesterday.
The death is announced of Sir John Brunner.—Reuters.
[Sir John Brunner, who succeeded his father, the first baronet in 1919, was born in 1868. For many years he was a director of the world-famous firm of Brunner, Mond & Co., Ltd., and in 1923-24, Liberal M.P. for Southport.] He was for many years associated with the [unintelligible] and [unintelligible] industries.

PENINSULA HOTEL

**THE PIONEER SILK STORE'S NEW ENTERPRISE
PLEASING CEREMONY**

A branch of the Pioneer Silk Store (V. Shewaram) was opened in the Arcade at the Peninsula Hotel, Kowloon, yesterday afternoon, in the presence of a large gathering which included all the members of the local Parsi community, the Sindi silk merchants of Hong Kong, and many European ladies and men.

The guests were received at the front entrance to the Arcade by Mr. V. Shewaram, principal of Messrs. Verhomal Shewaram Co. of Hong Kong, Canton and Japan, and presented with button-holes by members of the staff of the Pioneer Silk Store (Kowloon branch).

Others who helped to receive the guests were Mr. T. A. Tharani, General Manager of Messrs. Verhomal Shewaram Co., and Mr. A. P. Moonsah, manager of the Canton Office.

Formally Opened
The well-appointed shop which occupies Nos. 3 and 5, The Arcade, was formally opened by Mrs. M. P. Talati with a golden key. She expressed pleasure that the Pioneer Silk Store had opened a branch store in the Arcade so soon after the completion of the Peninsula Hotel. She congratulated Mr. Shewaram on his enterprise and wished him much success.

After the shop had been inspected, the guests were conducted to the ground floor lounge of the Peninsula Hotel where tea was served. Following tea, a pleasing little ceremony took place in the centre of the lounge, where Mr. Tharani, in a neat little speech, welcomed the guests on behalf of the Shewaram. He also thanked Mrs. Talati for so kindly consenting to perform the ceremony of opening their branch store, and presented her with the golden key, in a plush case, as a memento of the occasion.

(Applause).
Then, as a special mark of their appreciation of Mrs. Talati, Mr. Tharani also handed her a lovely bouquet of roses.

**JUST MISSED
A BAD CORNER FOR MOTORISTS**

A serious motor accident was narrowly averted just before 9 o'clock this morning at the junction of Arbuthnot-road and Caine-road.

Traffic Sergeant Saunders was driving his motor cycle combination along Caine-road, and had been given the signal by the Shantung pointman to turn into Arbuthnot-road. As the Sergeant was making the awkward corner, motor car No. 1988, without warning, suddenly appeared at the top of the Arbuthnot-road hill, and made to turn into Caine-road to proceed west.

There was a grating of wheels as both drivers applied their brakes hard when they sighted each other, and the two vehicles were pulled up within inches of each other.

**FOR THE POOR
GLASGOW MAN'S THOUGHTFUL LEGACY**

London, Yesterday.
John MacGregor, a Glasgow man who made a fortune in business in Rangoon and who died in 1900, provided in his will that the residue of his estate should, on the death of his wife, be divided equally between the poor of Glasgow and Rangoon. His widow having now died, money amounting to about £240,000 now goes to the magistrates of Glasgow and the Municipality of Rangoon for distribution.—British Wireless Service.

PAPAL QUESTION
VATICAN AUTHORITIES REFUSE DEFINITE STATEMENT

Rome, Yesterday.
The Vatican authorities refuse to make a definite statement regarding the reported agreement on the Papal question, but declared that no agreement had been signed as there had only been conversations which had led to the drawing up of certain proposals.—Reuters.

NEWS OF HAINANH'S CAPTAIN

**SEEN BY THE MATE
NUMBER OF DEATHS FIXED NOW AT 403**

Through an error in transmission of a Police telephone report, the total number of survivors of the "Hainan" tragedy—stated to be 28—is only 26. Worse still, the "China Mail" learns that not only were vessels sent out to search adjacent waters, but the Police have landed at Pu Toi Island and other islands in the Pu Toi group (a few miles west of Waglan Island, where the steamer struck), and have been satisfied that no living person was washed ashore there.

All 26 survivors were picked up to the west of Waglan, in which direction the heavy sea was then running. Chances are very remote of anybody having been carried further, so that the casualties must remain at 403 for the time being.

The "China Mail" has also heard that the master of the ill-fated vessel, Captain M. Peter Jensen, was seen in the water after his ship had gone down.

To his rescuers, Mr. Peter A. Jacobsen (Chief Officer), who was in dire peril in the water for six hours before being taken out, related how he, after being carried by the waves out of his cabin, saw Captain Jensen in the water soon afterwards. Mr. Jacobsen was banged against a rock and off again. In the struggle to prevent himself being dashed to pieces, Mr. Jacobsen struck as strongly as he could the gale, and then lost sight of Captain Jensen. He did not see him again anywhere, nor did he meet with any sign of the other European officers.

Two steam-launches, the "Wing Lee" and "Tung Hing," with special auxiliary sampans, accompanied by a posse from the Water Police, have been fitted out to search the vicinity of the wreck and bring in the corpses for burial.

The expedition is under the auspices of the Tung Wah Hospital and is led by Mr. Tang Shiu-kin (chairman of directors) and three other directors.

Relief for Survivors
Representations were made late last night by the local office of the China Merchants S.N. Co., the owners. The Tung Wah Hospital directors forthwith assembled and visited 22 of the survivors in the Wan Kau boarding house. Of the latter, 18 are members of the crew and the other four were passengers. The seamen are being cared for by the company and the passengers by the Tung Wah Hospital, which made offers of warm clothing and other necessities.

Following yesterday's search by the tug "Henry Kewick" of the Hong Kong & Whampoa Dock Co., Ltd., at the request of the owners, and the discovery of a dead body (since removed to the Kowloon Mortuary) the tug has been despatched on a similar errand again to-day. This corpse (of a man of about 20 years of age) had a lifebelt around it and was on a raft.

No. 4 Police launch yesterday saw upward of 30 bodies, all off the Pu Toi group of islands, but no survivors.

Fat Man's Purse
Six "Hainan" survivors were taken to Aberdeen in three fishing boats yesterday, a Police report adds.

The first to arrive was No. 2306. It brought in the Chief Officer (Mr. Peter Jacobsen), Cheung Tak-shing (passenger) and Ho Wai-lau (medicine seller, also a passenger).

The second boat was No. 2506. It brought in Kat To, a native of Shanghai (ship's cook).

The third boat was No. 3948. It brought in two Chinese passengers, Wong Ping-chen a native of Waichow, and Cheung Shiu. These were rescued from a water-logged lifeboat.

(Continued on Page 4)
The 10th Netherlands Indian Army Corps will be held at Bandung, Java, from June 22 till July 1. One of the more important sections of the 10th Corps will be the 10th Infantry Division.

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GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK
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REDUCED PASSAGE RATES.

BRINDISI, VENICE & TRIESTE \$72.10.0
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NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE & MOJI.
From Hong Kong.

S.S. "TIMAVO"Sails on/or about 22nd January.
M.V. "REMO"Sails on/or about 31st January.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.
From Hong Kong.

M.V. "ROMOLO"Sails on/or about 17th January.
S.S. "VENEZIA"Sails on/or about 5th February.
S.S. "TIMAVO"Sails on/or about 22nd February.
M.V. "REMO"Sails on/or about 5th March.

NATAL LINE OF STEAMERS

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G440, G420, via Japan and Seattle.
SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
TENYO MARUWednesday, 23rd January.
KOREA MARUWednesday, 6th February.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via
Singapore, Penang, Colombo, Suez.
KASIMA MARUSaturday, 26th January.
HAKONE MARUSaturday, 9th February.
SUWA MARUSaturday, 23rd February.
SYDNEY & MELBOURNE via Manila & Ports.
AKI MARUWednesday, 23rd January.
MISHIMA MARUWednesday, 20th February.
BOMBAY via Singapore, Penang, & Colombo.
HAKODATE MARUMonday, 28th January.
KOYEI MARUThursday, 31st January.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,
Mexico & Panama.
ANYO MARUFriday, 1st February.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
BINGO MARUMonday, 28th January.
NEW YORK via PANAMA.
TATSUNO MARUSunday, 27th January.
ATAGO MARUSaturday, 2nd February.
LIVERPOOL via Port Said, Geneva, Marseilles.
DURBAN MARUMonday, 21st January.
CALCUTTA via Singapore, Penang & Rangoon.
TOKUSHIMA MARUTuesday, 22nd January.
BENGAL MARUWednesday, 30th January.
SHANGHAI, KOBE & YOKOHAMA.
MISHIMA MARU (Nagasaki direct) Friday, 18th January.
AKITA MARU (Kobe direct) Saturday, 19th January.
LYONS MARUSunday, 20th January.
FUSHIMI MARUMonday, 21st January.
†Cargo only.

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For further information apply to—NIPPON YUSEN KAISHA.
Tel. Central No. 292 (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore
Colombo, Suez and Port Said.
ATLAS MARUFriday, 8th February.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon, Singapore,
Colombo, Durban & Cape Town.
MONTEVIDEO MARUFriday, 8th February, 1929.
BOMBAY—via Singapore & Colombo.
CHIFUKU MARUSaturday, 19th January, 1929.
HONOLULU MARUSunday, 3rd February.
DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR
& MOMBASA—via Singapore & Colombo.
CHICAGO MARUTuesday, 5th February.
CALCUTTA—via Singapore, Penang & Rangoon.
BORNEO MARUFriday, 18th January.
SEATTLE MARUFriday, 1st February.
VICTORIA, SEATTLE, TACOMA & VANCOUVER—via Japan Ports—From
Shanghai.
ARABIA MARUTuesday, 22nd January.
MELBOURNE—via Manila, Brisbane & Sydney.
HIMALAYA MARUWednesday, 6th February.
BANGKOK—via Saigon.
KOHRO MARUSunday, 3rd February.
HAIPHONG—via Hanoi.
NEW YORK—via Japan ports, San Francisco & Panama.
HAMBURG MARUMiddle of January.
JAPAN PORTS.
SOURABAYA MARUWednesday, 23rd January.
AMAZON MARUWednesday, 23rd January.
GANGES MARUFriday, 25th January.
KEELUNG—via SWATOW & AMOY.
CANTON MARUSunday, 20th January Noon.
HONGKONG MARUFriday, 27th January Noon.
TAKAO—via SWATOW & AMOY.
DELA MARUThursday, 24th January 10 a.m.
TAKAO & KEELUNG.
SOURABAYA MARUFriday, 25th January 1929.
For further particulars please apply to—OSAKA SHOSHA KAISHA
Tel. Central No. 4025, 4026, 4027.

SHIPPING
SECTION.

MERCHANT NAVY

MEMORIAL UNVEILED BY THE
QUEEN

IMPRESSIVE SERVICE

London.—"To the glory of God and in honour of these brave men, I unveil this memorial on behalf of those for whom they died."

With these words the Queen in mail week unveiled the memorial erected on Tower Hill in honour of those members of the Merchant Navy and Fishing Fleets who lost their lives during the war, and whose only grave is the sea. Her brief speech, delivered in low tones, nevertheless reached the great crowd by means of loud speakers, and for the first time her voice was heard on the wireless.

The scene during the unveiling ceremony was one of touching simplicity. The crowds stood bareheaded in the drizzling rain. The Queen, accompanied by Princess Mary, mounted the dais dressed in a brown coat and hat, to match with a large bunch of carnations pinned to the lapel of her coat.

A prayer for the King was offered up by the Archbishop of Canterbury. The Minister in attendance was Sir Philip Cunliffe-Lister, President of the Board of Trade.

"We Will Not Forget" The service opened with the singing of the hymn, "O God, our help in ages past," and then the Archbishop of Canterbury read a prayer for "the great company of our brothers who laid down their lives for their country, and whose bodies have gone down to the sea and are buried in the great waters."

Her Majesty then performed the actual unveiling of the memorial, which was dedicated by the Archbishop of Canterbury. The hymns, "For all the saints who from their labours rest" and "Eternal Father, strong to save," followed. There was a minute's silence, and then came the notes of "Reveille," telling of victory and a new life. When the memorial had been unveiled the signal, "We will not forget," was hoisted on the flag-staff as a sign to the seafarers as they entered London's docks.

The Queen placed a wreath on the memorial, and the great crowd joined in singing the National Anthem. Among those at the ceremony was a party of 24 lifeboatmen from the stations at Southend, Margate, Ramsgate, Eastbourne, Newhaven, and Worthing.

Twenty wireless operators represented the 6,000 of their colleagues who served during the war. One of these, Mr. Robert Leith, who was senior operator on the "Lusitania" when she was torpedoed on May 7, 1915, was presented to the Queen.

The Memorial The memorial, which has been erected by all the Governments of the Empire through the Imperial War Graves Commission, commemorates the names of 12,000 officers and men of the Merchant Navy and Fishing Fleets who lost their lives at sea through enemy action and "have no other grave than the sea."

The monument is situated in Trinity-square, Tower Hill, and is a counterpart to those memorials erected by the Imperial War Graves Commission at Chatham, Portsmouth, and Plymouth to the "missing" of the Royal Navy, and to the Menin Gate and other memorials raised on the battlefields.

The material of the memorial is Portland stone, and the names of the "missing," arranged under their ships, are inscribed on bronze panels which encase the piers. In form the memorial is a vaulted corridor, 64 ft. long, with three bays 17 ft. wide, and approached from each end by archways 8 ft. wide. Between the piers are columns in pairs carrying the Doric entablature that surrounds the monument. Each end is pedimented, and the centre is emphasised by a rectangular feature finished with a circular treatment, on the faces of which the dedication is inscribed as follows:—"To the glory of God and to the honour of twelve thousand of the Merchant Navy and Fishing Fleets, who have no grave but the sea." The architect is Sir Edwin Lutyens.

By the erection of the memorial those of the Merchant Navy who played so gallantly such an important part in the War are accorded equal honour as the "missing" of the Army and Navy. The number of ships named on the memorial is 1,485; the number of the missing is 12,000.

Their names are engraved alphabetically on bronze panels under their respective ships, disregarding rank or rating, honoured equally in their deaths for duty nobly done, with the sole exception that the name of the master, if it appears, is placed first.

The following details of the losses sustained by well-known shipping companies are representative. Sixteen vessels of the Cunard Line are inscribed on the memorial, with a total number of lives lost of 500—the worst disaster being the sinking of the "Lusitania," which involved the loss of 394 members of her crew. The Ellerman Lines are represented by 46 ships and 415 men, the Union-Castle Line by nine ships and 320 men, Furness Withy companies by 44 ships and over 200 men, the P. and O. ten ships and nearly a hundred men, and so on. Out of the 1,485 vessels named on the memorial 191 were registered at the port of Liverpool; whilst of the names of "missing" men commemorated 1,919 were members of crews of Liverpool ships.

LIFEBOAT CREW

PERISH WHILE GOING TO
STEAMER'S RESCUE

Rotterdam, Yesterday. While going to the assistance of the stranded Latvian steamer "Falka" the Dutch lifeboat "Hook of Holland," capsized and the crew of eight were lost.—Reuter.

"THOMAS HARDY"

BRITISH TRAWLER SAFE AT
TROMSOE

London, Yesterday. News has been received that the trawler "Thomas Hardy" and her crew, which was yesterday reported from Tromsøe to be lost, are safe at the Norwegian port.—Reuter.

MOVEMENTS OF STEAMERS.

The Beh Line s.s. "Benrackle" from Middlebro', London, Straits and Philippines, is due to arrive here to-day.

The Ben Line s.s. "Benalder" from Leth, Dunkirk, Antwerp, London and Straits left Singapore for this port on Saturday, and is due to arrive here to-day.

The P. & O. s.s. "Kalyan" left Shanghai for this port on Tuesday at 4 p.m., and is due here on Friday at about 6 a.m.

The P. & O. s.s. "Kashgar" left Singapore for this port on Monday at 6 a.m. with the outward English Mails, and is due here on Friday at about 6 p.m.

The C.P.S. R.M.S. "Empress of Asia," Capt. A. J. Halley, R.N.R., will leave here for Victoria and Vancouver, B.C., via Shanghai, Nagasaki, Kobe and Yokohama at noon on January 23.

The M.V. "Nippon" (Swedish East Asiatic Co., Ltd.), left Dunkirk on Dec. 24, and is due here on or about Jan. 31.

Projected arrivals at and departures from Hong Kong of steamers under the management of the Bank Line, Ltd., are as follows:—

Arrivals at Hong Kong

S.S. "City of Peking" from

Europe, January 27.

S.S. "Polaris" from New York,

Feb. 1.

S.S. "City of Khartoum" from

Europe, Feb. 24.

S.S. "City of Guildford" from

New York, March 2.

S.S. "Rosier" from New York,

March 2.

Sailings From Hong Kong

S.S. "City of Peking" Shanghai

and Japan ports, Jan. 28.

S.S. "Polaris" Saigon, Feb. 3.

S.S. "City of Madras" London,

Rotterdam and Hamburg, Feb. 9.

S.S. "Myrtlebank" Boston, New

York and Baltimore, Feb. 15.

S.S. "City of Khartoum" Shang-

hai and Japan ports, Feb. 25.

S.S. "City of Guildford" Shang-

hai, March 8.

S.S. "Rosier" Shanghai and

Japan, March 3.

CONSIGNEES' NOTICES.

Consignees of Cargo ex s.s. "Venezia-1" are reminded to take delivery of their goods which will be subject to rent after Jan. 18.

Consignees of Cargo ex s.s. "Wray Castle" are reminded to take delivery of their goods which will be subject to rent after Jan. 21.

Consignees of Cargo ex s.s. "Benalder" are reminded to take delivery of their goods which will be subject to rent after Jan. 24.

Consignees of Cargo ex s.s. "Kashgar" are reminded to take delivery of their goods which will be subject to rent after Jan. 27.

Consignees of Cargo ex s.s. "Kalyan" are reminded to take delivery of their goods which will be subject to rent after Jan. 30.

Consignees of Cargo ex s.s. "Kashgar" are reminded to take delivery of their goods which will be subject to rent after Jan. 31.

SHIPPING BOARD

G.316,000,000 OFFERED FOR
TWO AMERICAN LINES

BID FOR LEVIATHAN

Washington, Yesterday. Seven tenders were opened by the Shipping Board for six ships comprising the United States Line and five comprising the American Merchant Line. The P. W. Chapman and Company bid \$6,782,000 for the "Leviathan" and the same Company offered \$16,000,000 for both lines.—Reuter's American Service.

SHIPBUILDING

BRITAIN'S 47½ PER CENT OF
WORLD'S OUTPUT

London, Jan. 15. Lloyds Register reports that shipping under construction at the end of December in the British Isles showed an increase of 153,000 tons, compared with September, although the present total of 1,242,000 tons is 338,000 tons less than at the end of 1927. The average tonnage constructed for the six years 1923-1928 only amounted to 1,220,000 tons, compared with an average of 2,000,000 tons in 1913.

About 115,000 tons of the new tonnage now in hand in Britain is intended for the British Dominions.

The tonnage being constructed abroad is 1,375,000 tons, this being 56,000 tons lower than in September, but it exceeds by 132,000 tons the tonnage being built in the British Isles.

Four countries abroad have more than a hundred vessels under construction, these being Germany (382), Holland (182), France (161) and Japan (118). The total tonnage under construction throughout the world is 2,618,000 tons, of which 47½ per cent. is being built in the British Isles, compared with a pre-war percentage of 67.

A reduction is again shown in the tanker tonnage under construction, compared with 1927. The tonnage of motor ships being constructed in the British Isles is still less than the tonnage of steamers.

The world figures for motor ships under construction exceed by 184,000 tons the similar total for steam tonnage.—Reuter.

President of Ecuador



Dr. Isidro Ayora, President of Ecuador.

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JANUARY 23rd, 1929.

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BRITISH WUCHOW LINE

JANUARY SAILINGS.

DEPARTURE HOURS:
Hong Kong 5.30 p.m. Wuchow 2.00 p.m.
S.S. "TAI HING"

[1,068 tons—Capt. O. B. Wilks.]

JANUARY.

MON. 21st THURS. 31st

SAT. 26th

S.S. "TAI MING"

[849 tons—Capt. G. J. Spink.]

JANUARY.

FRI. 18th MON. 28th

WED. 23rd

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"CITY OF PEKIN" London, Rotterdam, Amsterdam & Hamburg 9th March.

S.S. "CITY OF KHARTOUM" London, Rotterdam, Amsterdam & Hamburg 9th April.

S.S. "CITY OF DELHI" London, Rotterdam, Amsterdam & Hamburg 9th May.

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MAURITIUS & SOUTH AFRICA ORIENTAL AFRICAN LINE

S.S. "TINHOW" 20th April.

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|-------------|--------|----------------------------|--|
| KALYAN | 9,144 | 19th Jan. | M'selles, C'blanca, L'don & Hull. |
| *ALIPORE | 5,273 | 24th Jan. | Straits, Colombo & Bombay. |
| MOREA | 10,953 | 2nd Feb. | Bombay, M'selles & London. |
| *KIDDERPORE | 5,273 | 7th Feb. | Bombay, C'blanca & Bombay. |
| KASHGAR | 9,005 | 10th Feb. | M'selles, C'blanca, L'don & Hull. |
| MACE DONIA | 11,120 | 2nd Mar. | M'selles, C'blanca, L'don & Hull. |
| *PADUA | 5,907 | 9th Mar. | M'selles, London, A'werp, R'dam & Hamburg. |

*Cargo only.

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BRITISH INDIA-APCAR SAILINGS.

| | | | |
|---------|--------|-----------|-------------------------------|
| SANTHIA | 7,754 | 29th Jan. | Singapore, Penang & Calcutta. |
| TILAWA | 10,005 | 7th Feb. | Singapore, Penang & Calcutta. |
| TAKLIWA | 7,936 | 13th Feb. | Singapore, Penang & Calcutta. |
| TAKADA | 6,949 | 22nd Feb. | Singapore, Penang & Calcutta. |
| TALAMBA | 3,013 | 7th Mar. | Singapore, Penang & Calcutta. |

B.I. Apar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

| | | | |
|------------|-------|-----------|---|
| ARAFURA | 6,000 | 1st Feb. | Manila, Sandakan, Thursday Island. |
| TANDA | 6,954 | 1st Mar. | Townsville, Brisbane, Sydney & Melbourne. |
| ST. ALBANS | 4,500 | 30th Mar. | |

Regular monthly sailings from Hong Kong to Japan and Hong Kong to Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Hlolo, Cebu, Kolambagan, Tawao, Timor, Darwin, or other ports en route as in document offers.

Frequent connections from Australia with the following:—
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The P. & O. Royal Mail steamers to London via Suez Canal.
The P. & O. Branch Service of steamers to London via the Cape.
The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

| | | | |
|------------|--------|-----------|-----------------------------------|
| TAKLIWA | 7,936 | 10th Jan. | Amoy, Moji, Kobe & Osaka. |
| KASHGAR | 9,005 | 20th Jan. | S'hai, Moji, Kobe & Yokohama. |
| *PADUA | 5,907 | 24th Jan. | S'hai, Moji, Kobe & Yokohama. |
| TAKADA | 6,949 | 31st Jan. | Amoy, S'hai, Moji, Kobe & Osaka. |
| MACE DONIA | 11,120 | 1st Feb. | Shanghai, Moji, Kobe & Yokohama. |
| TANDA | 6,954 | 6th Feb. | Moji, Kobe, Osaka and Yokohama. |
| TALAMBA | 3,013 | 15th Feb. | Amoy, Moji, Kobe, Y'hamo & Osaka. |
| KHIVA | 9,135 | 15th Feb. | Shanghai, Moji, Kobe & Yokohama. |
| TAKADA | 10,005 | 18th Feb. | Amoy, S'hai, Moji, Kobe & Osaka. |
| MALWA | 10,986 | 1st Mar. | Shanghai, Moji, Kobe & Yokohama. |
| *NAGPORE | 5,283 | 4th Mar. | Shanghai, Moji, Kobe & Yokohama. |
| ST. ALBANS | 4,500 | 6th Mar. | Moji, Kobe, Osaka & Yokohama. |
| KHYBER | 9,114 | 8th Mar. | Shanghai. |
| NALDERA | 16,088 | 16th Mar. | Shanghai, Kobe & Yokohama. |

* Cargo only.

All dates are approximate and subject to alteration without notice.

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S.S. "AUTOLYCHUS" Via Suez Canal 8th February.
S.S. "LAOMEDON" Via Suez Canal 5th April.

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CONSIGNEES.

NOTICE TO CONSIGNEES.

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No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst. will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 7th February, 1929, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst. at 10 a.m. by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by

GIBB, LIVINGSTON & CO., LTD.

Agents.

Hong Kong, 17th Jan., 1929.

DODWELL-CASTLE LINE

NOTICE TO CONSIGNEES.

S.S. "WRAY CASTLE"

From NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 15th instant.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 21st instant will be subject to rent.

All claims against the vessel must be presented to the Under-signed on or before the 1st prox. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st inst. at 10 a.m. by our surveyors Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

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DODWELL & CO., LTD.

Agents.

Hong Kong, 15th Jan., 1929.

LLOYD TRIESTINO N. CO.

NOTICE TO CONSIGNEES.

S.S. "VENEZIA I"

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Optional Cargo will be forwarded unless notice to the contrary be given before 12th instant.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 18th inst. will be subject to rent.

All claims against the vessel must be presented to the Under-signed on or before the 28th inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th inst. at 10 a.m. by our surveyors, Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by

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Agents.

Hong Kong, 12th Jan. 1929.

CALCUTTA PORT

PROGRESS OF EXTENSION

SCHEME

OFFICIAL REPORT

The progress of the Calcutta port extension scheme during 1927-28 is described in a report to the Department of Overseas Trade.

It is stated that as regards the King George's Dock, the progress made during the year 1927-28 is on the whole satisfactory. The floor of the lock entrance had been completed by March, 1928, except for a small area at the west end of each entrance, which remained to be finished off as an "apron." The apron work at the ends of each entrance has to be undertaken under conditions less favourable than those obtaining throughout the floors generally, on account of the proximity of water at a high level, in the river or in the basin. The river apron of the lock entrance was successfully completed in 1927, and those at the basin ends of the lock and the graving docks were taken in hand soon after. Water was encountered under conditions which threatened the safety of the temporary protective earthen dam, but the measures taken have so far afforded security and rendered possible the progress desired.

Good progress was made on the blue brick lining of the lock entrance, the walls of which were completed to a mean level of a few feet below that of the coplings, and a substantial start was made on the similar work to be done in the two graving docks. The culverts for the control of water in the lock entrance were finished, as also the greater part of those in connection with the main pumping installation, which will serve both for drying out the graving docks and for impounding river water in the basin.

Dredging.

The most important dates marking progress on the scheme are those by which the various caissons, which are to serve the purpose of dock gates, are placed in position. Before dredging can proceed into the basin to handle the "spoil" which is beyond the reach of the land excavators of the dragline type, which have been working there since 1925, it is intended to have two caissons in position across the lock entrance, and one across the graving docks. The caissons could not be built in the positions in which they will function as gates, nor in view of their weighing as much as 1,000 tons, can they be hauled about in the dry. Partial flooding is necessary in order to manoeuvre them, and water was let into the lock entrance for the first time early in March, 1928, in order to place the outer caisson in position.

A considerable quantity of dredging has to be done, both on the river bank and in the basin, but the Commissioner's plant should be able, provided it is possible to adhere to the flooding programme, to clear the area required for the use of three of the five berths under construction, by about the end of 1929.

The structural work on the extensive transit sheds at the berths is completed, and the electric quays are now being erected. Two-ton lifts are being provided for handling cargo passing to, and from the first and second floors, and these will shortly be installed. The road and railway facilities for the berths are well in hand.

Reclamation.

The earth in front of the quay walls was removed in 1927, giving access for the water in the basin up to the face of the quays. The soil of Calcutta is of a treacherous nature; but it is satisfactory to record that no movement of the walls occurred when the support was withdrawn, such as took place when the Kidderpore Dock were under construction, an occurrence which all but led to a disaster.

The work in connection with the distribution of power around the dock area is proceeding apace, hydraulic power is being employed for the equipment of the entrances, and for all capstans; all other power will be electric.

The work of reclaiming the low-lying land on the Commissioner's extensive dock estate proceeded along with that of excavation in the basin area by means of draglines. Large areas are now available for future port purposes, such as subsidiary railway marshalling yards, as also numerous plots for industrial and other requirements. Consideration has been given to an interim stage of railway development which it may be desirable to bring about, should it appear possible to defer the heavy expense of the final scheme to a relatively distant date. The completion of the Bally Bridge is likely to have a bearing on this question.

A start was made on the impounding scheme which is destined eventually to supply water for the Kidderpore Dock, and for the other docks and wharves.

Traffic has to be stopped in both directions for some time because of a collision between the

ELBE HARBOUR

HAMBURG AND PRUSSIA COME TO TERMS

DIVIDED ISLANDS

Herr Petersen, the Chief Burgomaster of Hamburg, stated at a banquet in honour of Herr Braun, the Premier of Prussia, that the States of Hamburg and Prussia had succeeded in composing long-standing differences, and had agreed, subject to Parliamentary approval, to unify the administration of the whole harbour system of the lower Elbe, with a view to avoiding wasteful competition.

The effect of the unification of the harbour system would be to make of Hamburg and of Altona, Harburg, and Wilhelmsburg, the Prussian ports, which have grown up around it, a kind of Greater Hamburg, and so avoid the waste inherent in the present system, states the Berlin correspondent of "The Times." Herr Braun and Herr Petersen both laid emphasis on the fact that Hamburg and Prussia had been able to come to terms, and regarded it as a good omen for the approaching negotiations for the revision of the relations between the German States and the Reich.

Some of the islands in the Elbe are at present divided between the Free State and Prussia, although Hamburg, Altona, and Ottensen, soon from the river, appear as one great city. Harburg and Wilhelmsburg, the port on the south side of the river, are also in Prussian territory. Hamburg has found itself increasingly hemmed in, and the friction between the neighbouring Administrations has at times affected the activity of the port, the development of the municipalities, and the traffic system between Hamburg and the Prussian districts enclosing it.

It was at one time suggested that Hamburg should exchange some of the outlying rural domains of the Free State against parts of the encircling Prussian territory, but the agreement now reached expressly excludes this possibility, and relies entirely upon co-operation between Hamburg and Prussia.

ENGINE OUTPUT

Messrs. John G. Kincaid and Co., Ltd., Greenock, have been very busy during the year, particularly with the construction of Diesel engines on the Burmeister and Wain-Harland and Wolff principle, and no fewer than 14 sets of these engines have been constructed by them. These include two sets of double-acting 8-cylinder engines for the Clan Line ships "Clan Macdonald" and "Clan Macdougall," also two sets of similar machinery for the Northern Prince—the first of the four Prince Line vessels which Messrs. Kincaid are to engine. The other sets were of the single-acting type. The company, however, have not neglected the steam reciprocating machinery and boilers, as during 1928 12 sets of steam engines have been completed by them, giving a total of 81,950 h.p.

Messrs. Kincaid's total output for the year is 90,783 h.p., which gives an increase over that of the previous year of 27,468. It is also interesting to note that the company have quite a number of orders in hand for Diesel machinery, as well as for several sets of reciprocating engines.

President Liner

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Pres. Grant Jan. 29th
Pres. Cleveland Feb. 12th
Pres. Pierce Feb. 26th
Pres. Taft Mar. 12th

Pres. Jefferson Jan. 22nd 7 a.m.
Pres. Lincoln Mar. 10th 8 a.m.
Pres. Madison Feb. 19th
Pres. Jackson Mar. 5th

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Pres. Polk Feb. 19th 8 a.m.
Pres. Adams Feb. 24th 8 a.m.

To Manila

Pres. Grant Jan. 19th 8 p.m.
Pres. Lincoln Jan. 29th 8 p.m.
Pres. Cleveland Feb. 2nd 8 p.m.

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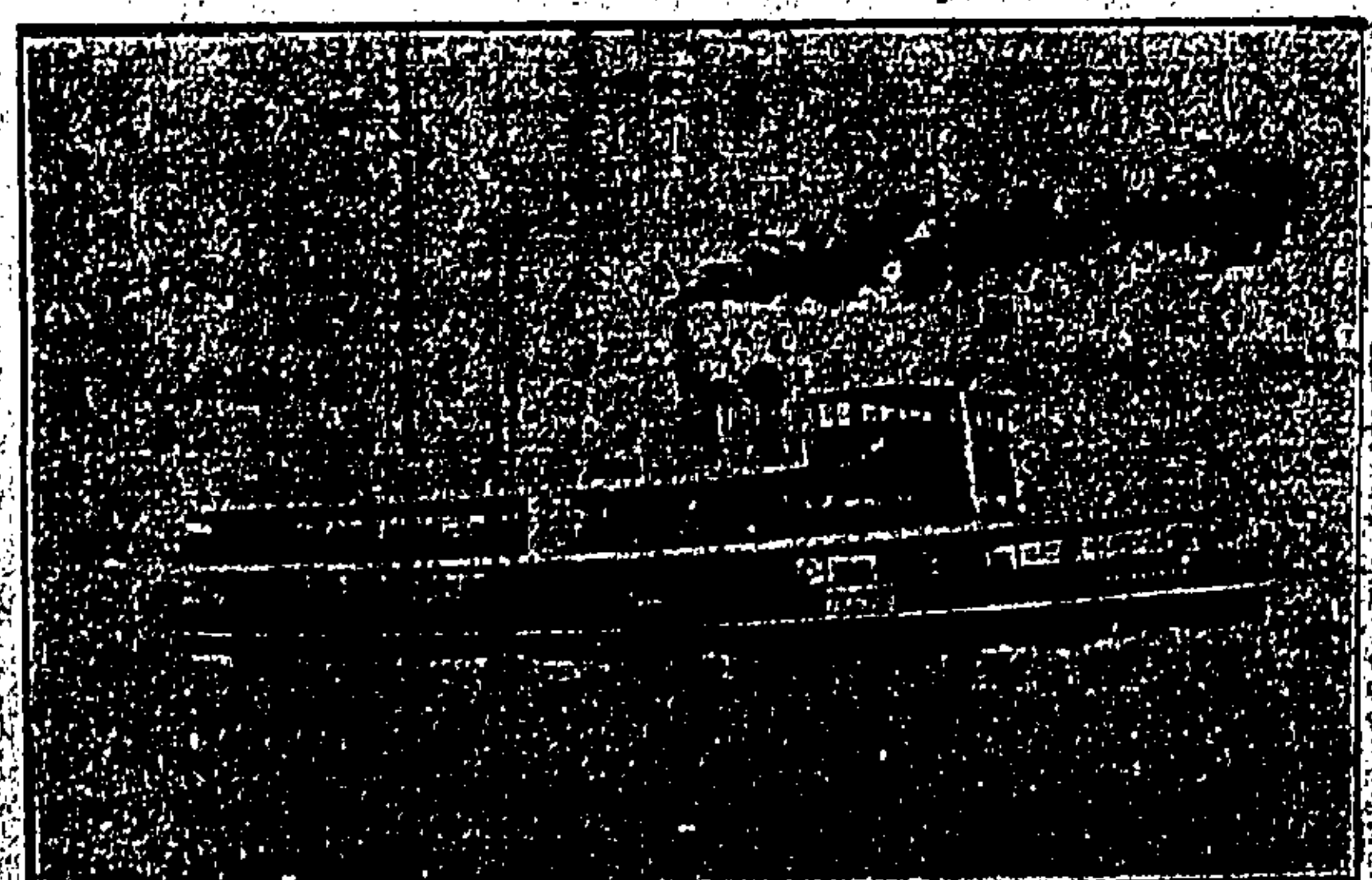
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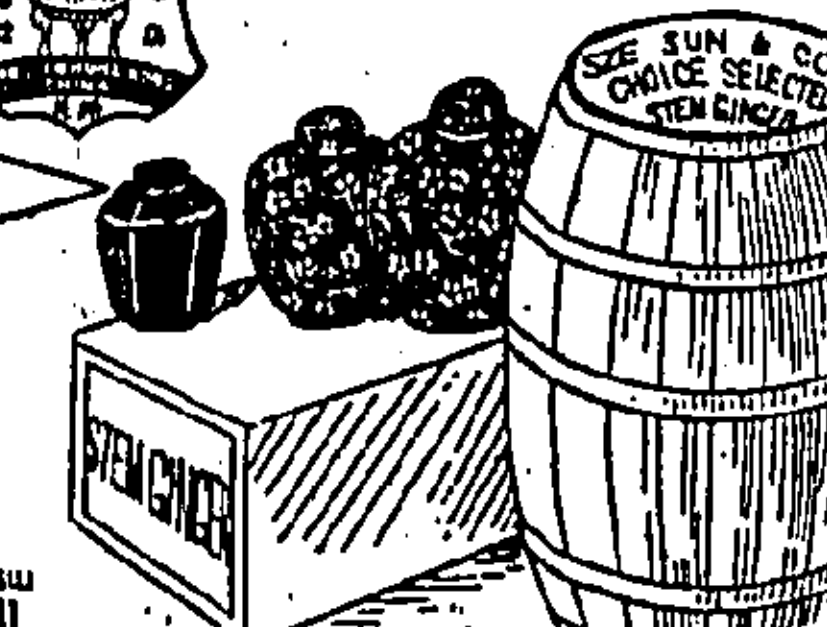
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Hong Kong, Thursday, Jan. 17, 1929.

THE "HSINWAH" TRAGEDY

The tragedy attending the loss of the s.s. "Hsinwah" is too fresh in the mind of everyone for any attempt to be made at reviewing the affair from its many angles. Sufficient is known, and is admitted on all sides, however, to permit a few outstanding facts receiving the light of critical publicity. The first fact and the most deplorable fact is the huge loss of life that has resulted from the sinking of the vessel, and this will raise once more the problem of safeguarding life at sea. In this connection we are forcibly reminded—as happens every time disaster overtakes a passenger ship—of the dicta of Sir Alan G. Anderson, one of Britain's most experienced shipowners. "Prevention," he said, "is better than cure. This has to be impressed always on legislators in this and every country. They seek a panacea for curing disaster, and forget that if there is a disaster the panacea fails and lives are lost; the only way to save life at sea is to avoid disaster. The first thing is to have good ships, good captains, and every possible means at their disposal for avoiding disaster." These remarks, to the ears of our shell-backs of the China Coast, may sound trite enough; but that does not detract from their value or thoroughness. "Good ships, good captains, and every possible means at their disposal for avoiding disaster." How did the s.s. "Hsinwah" fit in with these requirements? It will be the duty of a court of inquiry, of course, to ascertain

has witnessed the frantic scramble of half-drowned and half-demented fellow-beings around a raft in a swirling sea after a disaster will appreciate this point. It does not follow, we hasten to say, that even if the ill-fated vessel had possessed sufficient lifeboats or sufficient rafts or sufficient lifebelts to provide for every man, woman and child aboard, the casualties would have been less. An analysis of the worst liner disasters of recent times proves this contention. The "Empress of Ireland" carried 1,477 persons when she went down. There was lifeboat room for 1,860. Yet sixty-eight per cent. of those on board were lost. Then, in the case of the "Lusitania," the capacity of the boats was in excess of the number of people on board, yet the loss of life reached sixty-one per cent. And in the "Vestris," another ship with ample lifeboat accommodation, over thirty per cent. of the people perished. Every disaster at sea, although different from any other in dozens, perhaps hundreds, of ways, leaves behind it, however, a realisation of the wisdom of the quotation given above—prevention is always better than cure.

A Good Example

A very good example to China paying up pleasantly what she owes to the League of Nations is afforded by the action of the Peruvian Government who have just remitted the very handsome sum of \$16,000 as their contribution for 1928 and as "arrears from 1920." The reference to "arrears" somewhat mars the glory of the action, but nevertheless it now places Peru in quite a different category. Evidently she was, like China and a few other States who are members of the League, somewhat remiss in her financial obligations at Geneva and, in consequence, was probably looked at somewhat askance by those who were bearing their own financial burdens and also those of the delinquent ones in connection with the costly work of the League. We know of no reason why Peru should have fallen into arrears, and perhaps there is no excuse for her. But there is quite a reasonable excuse for China, whose arrears, if we mistake not, are at least quite as heavy as were those of Peru. However, now that Peru has shown the way, China having got over her years of internecine warfare and being fairly settled under a National Government, it is to be hoped that she will do her utmost to remove the stigma clinging to her name as a heavy debtor to the League. Like Peru, she is now in a position to pay up pleasantly.

Lord Dawson of Penn. the King's physician, speaking at the Institute of Public Health, said: "I view with some apprehension the study of disease by the public. . . . If the layman seeks the symptoms of disease too much he is prone to get a distorted view, and a fear of the disease, which is very much worse. Cancer Weeks and such proceedings are the cause of much more harm than good. . . . I believe that lectures on disease should be very few and far between."—"Daily News" (London).

The Annual School Sports of the Ellis Kadoorie Indian School will be held on the Indian Recreation Club ground, commencing at 2 p.m. on Thursday, January 24. All subscribers towards the prizes, and other friends are cordially invited. Mr. A. R. Sutherland will give away the prizes.

Three robbers, armed with revolvers and a knife, succeeded in raiding a house at No. 2, Ki Lun-lane, second floor, West Point, yesterday evening. After gagging and intimidating the inmates, the desperadoes went off with money and jewellery valued at \$742.

Mrs. O. A. Smith and Miss A. M. Smith, wife and daughter of the manager of Whiteaway, Laidlaw, Ltd., arrived in the Colony to-day by the s.s. "Mishima Maru" from Australia.

A reception to celebrate Mr. J. P. Bragg's appointment to the Legislative Council will take place at the Club Lusitano on January 24 at 5.30 p.m.

The annual general meeting of the Hong Kong Automobile Association will be held in Messrs. Jardine's board room on Tuesday, January 23, at 5.30 p.m.

Fourteen cases of small-pox and one of enteric fever, all Chinese, were reported yesterday.

A Concert of French Modern Music organised by Mrs. Hargreaves-Browne will be given at the Helena May on Thursday, January 24 at 5.30 p.m. Tickets for tea must be booked by Wednesday, January 23. (Advt.)

Mr. James McMillan, ship and insurance broker, late of White-cote, London-bane, Bromley, Kent, left estate in Hong Kong valued at \$2,300. He died on September 26, 1927. Gross estate in Britain amounted to \$6,795. Re-sealing of probate and codicil has been granted to the Hon. Mr. W. E. L. Shenton, the attorney of the widow, Mrs. E. J. McMillan, the sole executrix.

CHINESE Y.M.C.A.

REPORT ON THE YEAR'S ACTIVITIES

HARD WORK AHEAD

The Chinese Y.M.C.A. held the annual meeting of its Board of Directors in the Board Room, 70, Bridges-street, on Tuesday night. Mr. K. L. Chau, M.A., was re-elected president. For Vice-President, Mr. J. D. Bush was selected. Mr. K. H. Wu was made Recording Secretary and Mr. Wong Kwok-shuen, elected Treasurer.

The annual report was read by Mr. Y. H. Tsao, the General Secretary. It is just two years since the directors called him back to Hong Kong on the completion of his studies in America and England to assume this office. In this time the Association has built up its membership to 2,400, has paid off a considerable portion of a debt incurred in the "lean years" of the Colony, and has begun the erection of the Kowloon Branch, long looked forward to. In his report, Mr. Tsao gave credit for these and other achievements to his colleagues, especially to Ko Sik-wai and Tsui Mo-fat, business secretary, and to the directors and the members who have worked heartily to make the organisation of ever increasing service to the young manhood of Hong Kong.

There was a strong note of hopefulness throughout the meeting. The treasurer's report showed total receipts of \$73,156.07 for the year. This includes a payment of \$10,400 on indebtedness. The programme of service is growing larger and more varied.

The Y.M.C.A. unit of the St. John Ambulance has done an exceptional year's work, with 28,000 vaccinations and lectures on health in many places in the city and the New Territories. Both the day school and the evening school reported successful years. Each has its distinctive service to Hong Kong. The students of the Colony have found much for them in the athletic programme of the Y.M.C.A. The dormitory has proved a place for sanitary residence, for good companionship and for service to the public in co-operation with other residents.

The President, while expressing pleasure at these gains, called attention to the hard work still before the organisation. The Kowloon Branch must be completed and a useful programme organised for it. The remaining debt of nearly \$5,000 must be cleared up. The membership must be enlarged and made to mean even more to the community.

The Board welcomed three newly-elected members, Dr. Man Wong, Mr. Andrew Cheung, and Mr. I. S. Wan.

MR. W. J. L. FORD

FUNERAL AT PROTESTANT CEMETERY

The funeral took place at the Protestant Cemetery, Happy Valley, yesterday evening, of Mr. Walter J. L. Ford, chief interpreter to Messrs. Wilkinson and Grist, solicitors, whose death from heart failure occurred at his house, No. 18, Granville-avenue, Kowloon, on Monday night.

The service at the graveside was taken by the Rev. A. D. Stewart, of St. Paul's College, in the presence of a large gathering of family mourners and personal friends of the deceased.

The chief mourners were the deceased's son, Mr. George Ford, and brother, Mr. Edward Ford, whilst the pall-bearers were Messrs. D. S. Green, S. E. Green, A. Zimmermann, G. A. V. Hall, V. Hall, F. J. Grose and E. C. Fincher.

Among the large number present at the cemetery were representatives of Messrs. Wilkinson and Grist. There was a wealth of beautiful floral tributes, and those from the wife, daughters and son were buried with the coffin.

P'RAPS-P'RAPS NOT!

Teacher (reading). "And Nero ordered his Centurion to give the man twenty stripes."
Son of Police Sergeant. "Lumme, miss! That must have made him a Brigadier-General."

Mactavish entered a London shop and asked the price of some deer antlers suitable for a hat stand.

On being told the figure, "They're awfu' dear!" said he. "Of course they are," replied the Cockney assistant. "Do you think they're off a rabbit?"

Miss Vane: "I know he was talking to you about me. Now, wasn't he?"

Miss Spite: "Well, yes."
Miss Vane: "I thought I heard him remark that I had a thick head of hair."

Miss Spite: "Partly correct. He didn't mention your hair, however."

Jones: "Why is a general election like a mince pie?"

Smith, after some hard thinking, said he would give it up.

Jones: "Because each is identified with the majority of parties and one gets heartily fed-up with both."

Thompson had been presented with a box of cigars for a Christmas present, and, after trying to smoke a couple of them, he threw them away.

When the donor met him, he inquired: "Well, how did you like them?"

"None to equal them," fervently replied Thompson; "in fact, few could come near them!"

Mrs. Green: "I never walk under a ladder. I think it's most unlucky."

Mrs. Morgreen: "Well! I call that silly. I just place the tips of the little fingers together, bend the other three into the palm, cross the thumbs and say 'magnum bonum' and walk right under any ladder. If you do that you're perfectly safe. I cannot stand silly superstitions myself."

Some time back, cross-examining a well-known doctor, a certain famous counsel declared that a doctor ought to be able to give an opinion of disease without making mistakes.

"They make fewer mistakes than lawyers," responded the doctor shortly.

"Perhaps so," replied the lawyer, "but doctors' mistakes are buried six feet underground; lawyers' are not."

"No," replied the doctor, "they are sometimes hung as many feet above it!"

The mistress of the house was continually reprimanding her servant girl for her laziness. "This seemed to have no effect; in fact, things got worse. The girl was always found in some remote part of the house immersed in some love story. Her mistress had, indeed, just run her to earth in the attic, where she found her surrounded by a litter of paper-covered novelettes.

"Now, look here, Jane," said the mistress. "If I catch you reading this stuff again, you'll go—the idea!"

"But," said the girl. "It's doctor's orders!"

"Ridiculous!" sniffed the lady. "How can you say that?"

"Why," was the reply. "He said I ought to live chiefly on serials!"

The conversation in the waiting-room of the railway station had turned to the subject of gales, and, as usual, the tall fellow with the sawtooth features "guessed" that the others had never experienced a gale worth talking about. "Believe me," he said between chews, "way out in Pennsylvania, I've seen telegraph poles bending before the wind until their tops almost touched the ground! Yaas, believe me!"

But they didn't. Presently a quiet looking man broke the uncomfortable silence.

"I remember a gale in the North of England," he said thoughtfully, "when I was doing some work on the roof of a rather tall building in the town of Wigan. The gale was so strong that the building, with yours truly clinging to it, bent before it like a piece of cane. With amazing suddenness the gale ceased, the tall building straightened itself with a jerk, and I was shot away like a stone from a boy's catapult!"

"And still live to tell a yarn like that!" scoffed the sawtooth person, dropping his gum. "Yes," continued the quiet chap, "I was lucky enough to escape unhurt, and I'm still in Manchester." Believe me!

PRIZE-GIVING

REPORT OF GOVT. VERNACULAR MIDDLE SCHOOL

TO-DAY'S CEREMONY

There was a large gathering of visitors present at the Government Vernacular Middle School this morning when Dr. R. H. Kotewall, C.M.G., LL.D., distributed prizes to the successful students on the occasion of the annual prize-giving.

Those present included Mr. A. E. Wood, Director of Education, Dr. S. W. Tso, O.B.E., LL.D., Mr. T. N. Chau and others interested in educational work.

Dr. Kotewall's Remarks
Addressing the gathering, Dr. Kotewall said that the University School of Chinese students started a few days ago and that the majority of the students came from the Government Vernacular Middle School, of which he was very proud. At present the school was situated in a locality which was not a suitable place for study and he hoped that the Government would extend it in the near future.

Annual Report
Mr. K. H. Li, B.A., the headmaster, read the report for 1928, which was as follows:—

Prior to reviewing the school work of 1928, I have the pleasure to announce the appointment by the Government of Mr. Woo Hang-kam, Mr. T. N. Chau and Mr. Kwok Yau-ting as "Hok Tung" of this school. These gentlemen have been well-known in the Colony for their spirit of social service, and their co-operation with Dr. S. W. Tso, our friend and untiring supporter, has formed a highly esteemed body of helpers and advisers to our school.

Enrolment
The maximum enrolment of the year was 203, and average attendance 186.31 as against 178 and 165.84, respectively, in 1927. It is interesting to note that during the year 51 students have never been absent for a single school day.

Some expression of thanks should be given here to several friends and well-wishers of this school for their generous gifts. The "Pan Hok Tun," organised in 1926 by a number of Chinese gentlemen in order to help this school by its interest in our activities and the gifts of the scholars, is now represented by Mr. T. N. Chau and Mr. Kwok Yau-ting. This body in addition to continuing the above mentioned scholarships, has kindly presented to the school an Underwood portable type-writer. Mr. Li Hoi-tung, the chairman of the Tung Wah Hospital Committee, and his fellow members generously offered to the Normal Division of our school two scholarships of \$40 each per annum. One of them has been awarded to a student chosen from the free schools under the control of the Tung Wah Hospital. Mr. Kwok Foo-ling, a Shanghai gentleman and a keen supporter of Chinese culture, visited the colony last year. I am most happy to report that after his return to Shanghai he presented the school with 2,063 volumes of Chinese books, including some very rare editions, together with nicely designed wooden cases. These well chosen and valuable books have made a marked improvement in our school library. Mr. Kwok Foo-ling's agent has informed us that further gifts in books will be forthcoming. His unfailing generosity and keen support, even from a remote place, is a great encouragement to us. We are deeply grateful to the above gentlemen for their help and interest.

The school was regularly inspected by the Director of Education on May 4, July 16, and December 18, the first time in the company of Mr. Y. P. Law and Mr. Yu Wan, and the second time accompanied by Mr. Y. P. Law particularly in order to visit the Second Year Normal Class. The Medical Officer for Schools inspected the school on October 2 and 3. Her assistance and advice are much appreciated. On November 26 we were also honoured by a visit from Mr. T. N. Chau and Mr. Kwok Yau-ting, whose interest taken in the school should be appreciated by the staff and guardians.

Entrance Examination
The entrance examination held on January 3 was attended by 235 candidates, of whom it was only possible to admit 63. Though the school is only three years old, it has had to refuse admission to 661 candidates, largely owing to lack of classroom accommodation. The increasing demand for admission as well as the unsuitability of the present school building, have made the need of new premises most urgently felt.

In November all five students of our top class sat for the Vernacular Middle School Final Examination, conducted by the University, two of them passed, the boy and the girl, but unfortunately the boy of the school unfortunately turned out unsuccessful. In December

an examination of our Final Normal students was conducted by Government Examiners, and eight passed, including one who took an extra course after winning his teacher's certificate in 1928. It is gratifying to say that most of our successful students of the Middle School Division have entered the Chinese School of the University, which has just been started, as a result of the encouraging guidance of His Excellency the Governor, and much patient effort by the University authorities, the Director of Education, and members of the Chinese community. As this school is so closely connected with the Chinese School of the University, it may not be out of the place here for me to thank the Hon. Dr. Kotewall for having taken up the task as chairman of the Chinese School Fund. I am sure his kind presence here this morning, to give away the prizes, is an encouragement to our students.

Success in Sport
This year we had much greater success in sports than the previous years. We sent our Volley Ball Team to compete for the Senior Shield and turned out to be the runners-up. Considering that we have only a small triangular ground for practice and that it was only by a narrow margin that we could not win the championship. During this year, over twenty Football Teams, including two of the local Army, challenged us for friendly matches, and we were fortunate enough to have in most cases victory on our side. In swimming one of our boys, Yeung Hang-wah, competed for the open championship in the two Harbour Races held under the auspices of the Chinese Bathing Club and the Victoria Recreation Club, and he came out second and fourth respectively. We had two expeditions to the New Territories this year. The first took place in May in the form of a walking picnic from Kowloon to Shatin through the Kowloon Pass. The second was a launch excursion to Cheung Chau held shortly after the Summer Vacation. I am glad to take the opportunity of this morning to express a word of appreciation of the work done and the assistance given by Mr. Wong Kwok-fong, the Sports Master.

The health of the students throughout the school year has been satisfactory. As a precaution against small-pox a number of students was re-vaccinated in December.

The Staff
In concluding, I have to pay a tribute to the co-operation and loyalty of my staff during the year under review.

Normal Certificates
1, Wong Shiu-kin; 2, Lo Kwok-hung; 3, Yu Shin-shiu; 4, Chan Pun-huen; 5, Wong Shiu-fung; 6, Wong Wah-sang; 7, Ip Oi-in; and 8, Wong Wai-man.

CLASS PRIZES
Normal School
2nd Year.—1st, Lo Kwok-hung; 2nd, Yu Shin-shiu; 3rd, Ip Oi-in. 1st, Ip Oi-in (Summer Term).
1st Year.—1st, Chan Nai-choo; 2nd, Chan Tak-wai; 3rd, Chun Hau-sang. 1st, Chan Nai-choo (Summer Term).

Middle School
4th Year.—1st, Fung See-hei; 2nd, Fung Shan-lam. 1st, Li Kwong Wai (Summer Term).
3rd Year.—1st, Ip Po-shu; 2nd, Ip Hon-cheung; 3rd, Li Shui-sak. 1st, Ip Po-shu (Summer Term).
2nd Year.—1st, Lai Man-lu; 2nd, Chan Sik-kan; 3rd, Mok Hung-bun. 1st, Chan Ping-sun (Summer Term).
1st Year.—1st, Li Wai-cheung; 2nd, Sum Kung-tai; 3rd, Sit Yuen-chiu. 1st, Li Wai-cheung (Summer Term).

Higher Primary School
3rd Year.—1st, Tseng Nai-cheung; 2nd, Lo Cho-ye; 3rd, Au Man-chong. 1st, Tseng Nai-cheung (Summer Term).
2nd Year.—1st, Wan Po-yam; 2nd, Lai King-yue; 3rd, Fong San-koon. 1st, Fong San-koon (Summer Term).
1st Year.—1st, Lau Hing-cheuk; 2nd, Chan Tak-sun; 3rd, Chan Hing-lok. 1st, Yu Yuk-sun (Summer Term).

SPECIAL PRIZES
Painting
Whole School (1) Tsing Ching-ho; (2) Li Sul-sak; Fung Ping-wah, Fung Ping-tan.
English
M. IV. Fung Shan-lam, III. Ip Po-shu, M. Lai Man-lu, I. Sum Kung-tai, H.P. III. Tseng Nai-cheung, II. Wai Po-yam, I. Lau Hing-cheuk.
Chinese
M. IV. Fung See-hee, III. Ip Po-shu, II. Lo King-jun, I. Sum Kung-tai, H.P. III. Tseng Nai-cheung, II. Lo King-yue, I. Lau Hing-cheuk, N. II. Lo Kwok-hung, I. Chan Nai-choo.
Science
H.P. III. Tseng Nai-cheung, II. Wai Po-yam, I. Lau Hing-cheuk, M. III. Ip Po-shu, II. Lai Man-lu, I. Chan Nai-choo.

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Middle School
4th Year.—1st, Fung See-hei; 2nd, Fung Shan-lam. 1st, Li Kwong Wai (Summer Term).
3rd Year.—1st, Ip Po-shu; 2nd, Ip Hon-cheung; 3rd, Li Shui-sak. 1st, Ip Po-shu (Summer Term).
2nd Year.—1st, Lai Man-lu; 2nd, Chan Sik-kan; 3rd, Mok Hung-bun. 1st, Chan Ping-sun (Summer Term).
1st Year.—1st, Li Wai-cheung; 2nd, Sum Kung-tai; 3rd, Sit Yuen-chiu. 1st, Li Wai-cheung (Summer Term).

Higher Primary School
3rd Year.—1st, Tseng Nai-cheung; 2nd, Lo Cho-ye; 3rd, Au Man-chong. 1st, Tseng Nai-cheung (Summer Term).
2nd Year.—1st, Wan Po-yam; 2nd, Lai King-yue; 3rd, Fong San-koon. 1st, Fong San-koon (Summer Term).
1st Year.—1st, Lau Hing-cheuk; 2nd, Chan Tak-sun; 3rd, Chan Hing-lok. 1st, Yu Yuk-sun (Summer Term).

SPECIAL PRIZES
Painting
Whole School (1) Tsing Ching-ho; (2) Li Sul-sak; Fung Ping-wah, Fung Ping-tan.
English
M. IV. Fung Shan-lam, III. Ip Po-shu, M. Lai Man-lu, I. Sum Kung-tai, H.P. III. Tseng Nai-cheung, II. Wai Po-yam, I. Lau Hing-cheuk.
Chinese
M. IV. Fung See-hee, III. Ip Po-shu, II. Lo King-jun, I. Sum Kung-tai, H.P. III. Tseng Nai-cheung, II. Lo King-yue, I. Lau Hing-cheuk, N. II. Lo Kwok-hung, I. Chan Nai-choo.
Science
H.P. III. Tseng Nai-cheung, II. Wai Po-yam, I. Lau Hing-cheuk, M. III. Ip Po-shu, II. Lai Man-lu, I. Chan Nai-choo.

Entrance Examination
The entrance examination held on January 3 was attended by 235 candidates, of whom it was only possible to admit 63. Though the school is only three years old, it has had to refuse admission to 661 candidates, largely owing to lack of classroom accommodation. The increasing demand for admission as well as the unsuitability of the present school building, have made the need of new premises most urgently felt.

In November all five students of our top class sat for the Vernacular Middle School Final Examination, conducted by the University, two of them passed, the boy and the girl, but unfortunately the boy of the school unfortunately turned out unsuccessful. In December

an examination of our Final Normal students was conducted by Government Examiners, and eight passed, including one who took an extra course after winning his teacher's certificate in 1928. It is gratifying to say that most of our successful students of the Middle School Division have entered the Chinese School of the University, which has just been started, as a result of the encouraging guidance of His Excellency the Governor, and much patient effort by the University authorities, the Director of Education, and members of the Chinese community. As this school is so closely connected with the Chinese School of the University, it may not be out of the place here for me to thank the Hon. Dr. Kotewall for having taken up the task as chairman of the Chinese School Fund. I am sure his kind presence here this morning, to give away the prizes, is an encouragement to our students.

"THE ENEMY"

CHANNING POLLOCK'S VIVID DRAMA

TO-DAY AT "QUEEN'S"

Adapted from Channing Pollock's famous stage play and directed by Fred Niblo, the man who made "Ben Hur," "The Enemy," which will be shown at the Queen's Theatre from to-day to Saturday, is a picture that should appeal to all lovers of fast moving and exciting drama. Lavishly produced with many magnificent settings, the picture tells the story of "Paul," a beautiful young Austrian girl and of her experiences as the victim of war hatred. On the stage, "The Enemy" was a phenomenal success and now as a screen production, it is said to be numbered among the really big pictures. Ralph Forbes, Frank Currier, Karl Dane and George Fawcett, all well known players with many screen successes to their credit, appear in the large supporting cast. Faithful reproductions of Austrian castles and cities will be seen in this vivid portrayal which establishes Lillian Gish as one of the screen's greatest dramatic actresses.

"NON-STOP REVUE"

FRED COYNE'S POPULAR LONDON COMPANY MONDAY AT STAR

The highly successful London Musical Comedy Company under the direction of Fred Coyne will commence a short season at the Star Theatre on Monday next at 9.15 p.m. with the sparkling revue "Keep Moving." Mr. Coyne, who has previously visited the East and who is well known on the music halls of London, has selected a talented number of artists each of whom is an accomplished performer in his or her own particular direction. Roy Shirley, Paula Lorraine, Joyce Mason, Sydney Burl and Joan Carlin are among the supporters of the popular actor-manager. "Keep Moving," which has been described as "a non-stop revue" will be presented on Monday and Tuesday to be followed on alternate nights and in the order named by "Blue Birds," "On The Road," "Something Doing" and "The Speed Limit." The company, which has travelled extensively throughout England, Africa and India, comes to Hong Kong with an enviable record and no doubt crowded houses will greet the popular comedian and his troupe during their stay. Seats may now be reserved at Moutrie's and the Star at the popular prices of \$3, \$2 and \$1.

COMMANDER'S DEATH

The death occurred at the Victoria Nursing Home, Shanghai, yesterday, of Commander (E) Bernard John Littledale, D.S.O., R.N., from pneumonia. He was attached to H.M.S. "Bee" (flagship on the Yangtze) as Engineer Officer of the Yangtze Flotilla. Commander Littledale was married and his widow was in Shanghai at the time of his death. Much sympathy will be felt for her. He was formerly in Hong Kong where he had many friends.

To Navigate R-100



Lt. Comdr. George O. Neville, R.N., who was flight officer on the British trans-Atlantic plane "America," will be one of the operating officers aboard the British dirigible R100 on the occasion of its projected voyage from England to Canada. The flight is set for early spring, says a news agency.

I. Li Wai-cheung; N. II. Yu Shin-shiu; I. Chan Nai-choo. Volley Ball: Runners-up: Medals: 1, Au Ying-chuen (capt.); 2, Fung Ping-tan; 3, Yu Shin-shiu; 4, Chan Ping-shan; 5, Lai King-yue; 6, Ip Hau-choi; 7, Wong King-hon; 8, Shiu Kim-chang; 9, Lo Hong-yuen; 10, Fung Shan-lam; 11, Wong Kwong-juk; and 12, Au Sik-choi.

IN OTHER PLACES

CHRONICLES FROM JAPAN TO JAPA

The January monthly cup of the Shanghai Golf Club was competed for on January 12 and 13, the conditions being 18 holes medal play, "A" and "B" classes.

During the dinner hour at the American Club, Shanghai, last Sunday a curtain caught fire in the dining room. Central Station of the Fire Brigade made short work of the blaze.

The engagement is announced of Mr. E. C. Read of Newchwang and Margaret Florence (Peggy) younger daughter of Mr. and Mrs. A. Holdsworth of Bristol, England, and Shanghai.

The meeting of the "Clique" at the Foreign Y.W.C.A. Club Rooms, Shanghai, took place on Jan. 15, when Mr. George Sokolaky read a paper on an "Outline of History" at the meeting.

Owing to the death of the Grand Duke Nicolai Nicolaevitch, the Russian New Year Ball which was to have been held at the Majestic Hotel, Shanghai, on January 13 was cancelled.

Before Mr. Justice Deane in the Supreme Court, The Fresh Food and Refrigerating Co., Ltd. obtained an order for possession of shop premises in Selegie-road tenanted by Chop Tong Hua, with payment of double rent up to Jan. 7.

The engagement is announced of Mr. Alastair A. Inglis of Messrs. E. A. Barbour and Co., Ltd., of Singapore, only son of Mr. and Mrs. Francis C. Inglis of Edinburgh, and Miss Dorothy Vera Snewin, only daughter of Mr. and Mrs. E. A. Snewin, of Singapore.

Rev. Calvin E. Hoffman, former pastor of Wesley Church, Singapore, Supt. of the Singapore District, and one-time editor of the "Message," sends his heartfelt greetings. He is now the pastor of the First Methodist Church, Baldwin City, Kansas, U.S.A. — "Malaya Message."

Mr. C. E. Gauss, American Consul-General at Tientsin, and senior Consul in the port, has returned from leave of absence in the United States, relieving Mr. Dorsey, Acting Consul-General, who returns to Tientsin. Mrs. Gauss who is still in America expects to return to Tientsin in the Spring.

A meeting was held at the Chinese General Chamber of Commerce, Shanghai, last Sunday to discuss the imposition of the consumption tax after 1931. The majority of local merchants were opposed to the proposal, and decided to request the Government to cancel the new tax.

A contribution of \$146 from the British North Borneo Ex-Servicemen's Organisation (West Coast) has been received; this completes the Poppy Day 1928 collections and brings the total for North Borneo to \$1,827, which has been remitted to the Honorary Lady Organiser for British Malaya. — "B.N.B. Herald."

The wedding was celebrated in Ipoh of Mr. Lam Weng-chak, second son of Mr. and Mrs. Lam Loo-king, of Ipoh, and Miss Cheng Shan-moo, second daughter of Mr. and Mrs. Cheng O. Seng, of Hong Kong. The marriage rites were performed on an elaborate scale at the Confucian Hall, Hale-street, where the marriage contract was signed.

The following Officers disembarked at Singapore from the transport "City of Marseilles" on the 5th inst. and are taken on the strength of the Command with effect from that date: Major K. E. Milford, D.S.O., Lieut. H. G. E. Borthwick, Lieut. P. P. Millar, Lieut. M. H. F. Waring all R.A.; Lt.-Col. W. M. Hore, Welch Regt.; Major A. T. Miller, M.C., K.S.L.I.; Lt.-Col. H. Harding, M.B., Major W. A. Frost, O.B.E., M.B., Major J. McFadden, M.B., R.A.M.C.



SHADOWS BEFORE.

COMING EVENTS ANNOUNCED IN THE "MAIL"

To-day—Theatre Royal; The Macdonald Players present "The Doctor's Dilemma," at 9.15 p.m.

To-day — Majestic Theatre; "The Escape," at 5.20 and 9.15 p.m. "The Four Adventurers," at 2.30 and 7.15 p.m.

To-day — World Theatre; "Dangerous Money" (at 5.10 & 9.15); Chinese picture "The Spider" (at 2.30 & 7.15).

To-day—Star Theatre; "Proud Flesh."

To-day—Queen's Theatre "The Enemy."

Jan. 19-20—World Theatre; "Hot Water."

Jan. 19-20—Star Theatre; "The Love of Pharaoh."

Jan. 21—Star Theatre; Fred Coyne's Musical Comedy Company, 9.15 p.m.

Jan. 21-22—Theatre Royal; W. Heughan, the world-famous actor-singer and superb mime, 9.15 p.m.

Feb. 16—Variety entertainment by the K.O.S.B. as farewell to Mrs. Luard.

Land Sale
Jan. 21—At F.W.D. Offices, one lot of Crown land at Shamshui-po, 3 p.m.

Sports
To-day — Billiards exhibition match, South China Athletic Association rooms, 7th floor, China Building, 8 p.m.

Jan. 19—Fanning Hunt steeplechase, 3 p.m.

Jan. 19—Entries for Hong Kong Cricket Club Tennis Tournament close on this date.

Meetings
Jan. 24—H.K.V.D.C. Sergeants' Mess-Meeting, 6 p.m.

Jan. 25—Annual meeting of Officer's Mess (H.K.V.C.C.), 5.45 p.m.

Feb. 1—Annual general meeting of the Hong Kong Benevolent Society, St. John's Cathedral Hall, 5.30 p.m.

Feb. 2—Extraordinary meeting of Shareholders of the Hong Kong & Shanghai Banking Corporation, City Hall, noon.

February 5—Forty-first ordinary general meeting of shareholders of the Hong Kong Land Investment & Agency Co., Ltd., at the Offices of Messrs. Jardine, Matheson & Co., Ltd., 12.30 p.m.

Feb. 23—Further extraordinary meeting of shareholders of Hong Kong & Shanghai Banking Corporation, City Hall, 12.45 p.m.

Miscellaneous
Jan. 18—Search light practice at Stonecutters.

Jan. 19-20—Searchlight practice at Lyceum.

Jan. 18—Mr. L. A. Parker will read a paper on "The Lubrication of Internal Combustion Engines" (Diesel) at the Institution of Engineers, 6 p.m.

Jan. 21—First Church of Christ, Scientist, free lecture on "Christian Science," Old Chamber of Commerce Room, City Hall, 5.45 p.m.

Jan. 24—Reception at Club Lusitano in honour of Mr. J. P. Braga, 6.30 p.m.

Jinks, who had suffered a bereavement, wired his tail r as follows:—"I want to go to a funeral on Friday. Please lay yourself out for it."



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This week's issue of the "OVERLAND CHINA MAIL," the only illustrated weekly budget of "local" and "China" news published in the Colony, is verily a bumper one.

It will be doubly welcome to the host of readers who were disappointed on Monday in not being able to secure a copy of the life story of Carvalho Yeo, the centre-figure of the Treasury's \$250,000 episode.

There is the graphic account of the tragic wrecking of the s.s. "Hainwah" outside Hong Kong's gates.

Two Unofficial members for Kowloon and two more Official members have been appointed to the Legislative Council. This epoch-making event is also described in the "Overland."

Two eloquent speeches on Sino-British relationship were delivered at the University congregation. Both are reproduced in the "Overland" in full.

Other articles include those describing the arrival of two foreign Admirals on official visits, and the landing here of the 1st Bn. the Somerset Light Infantry.

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"THE OVERLAND CHINA MAIL"

HSINWAH CAPTAIN

(Continued from Page 1.)

Mr. Jacobsen, the medicine man and the cook are in the Government Civil Hospital. The other three of the six were treated there but not detained.

The vendor of medicine is very fat. He was distraught with fright and the police had great difficulty in removing him from the small hold of the succouring fishing boat. He refused to leave until his purse was found; but this, of course, had been lost.

All these six later survivors suffered from exposure and were shivering with cold. The fishermen supplied them with dry clothing, and even Mr. Jacobsen landed in Chinese attire.

Figures to Date
The China Merchants S.N. Co. informs that as far as is known at present, the number of passengers on board the "Hainwah" yesterday was as follows:
From Shanghai to Hong Kong and Canton (about) 300
From Swatow to Hong Kong (about) 20

total 320
to which has to be added the crew of 109

grand total 429
less survivors at present 26

number missing 403

On the Articles
Details of those on the ship's articles are as follow:

Master: Captain M. Peter Jensen (Danish).
Chief Officer: Mr. Peter A. Jacobsen (described to the Police as an Estonian but by the "China Merchants" Co. head office as Russian)—rescued.

Second Officer: Mr. Kuo Ching-hui (believed to be a native of Amoy).
Chief Engineer: Mr. Patrick Campbell (of Stranraer, Scotland).

Second Engineer: Mr. Harold Beveridge (also British).
Third Engineer: Mr. Peter Solomoniuk (Russian).

Officers 6
Crew (Ningpo men) 45
Compradore staff (Cantonese) 31
"Boys" (Ningpo men) 27

Total 109
Details of Survivors
The three lots of survivors were made up in the following manner:

Picked up by fishing junk No. 4268, between Waglan and Soon Kong (Sun Kong, or Sung Keung), and brought into Shaikwan early yesterday morning:

4 passengers—
1 boatswain.
1 quartermaster.
7 sailors.
2 firemen.
1 fireman's boy (a lad of about 12).
1 saloon "boy."
1 saloon boys' cook.
2 compradore department "boys."

20
Picked up by fishing junk No. 2306, between Pu To Island and Aberdeen (on the south of Hong Kong), and brought into Aberdeen at mid-day:

1 Chief Officer (who had swum for six hours, was only semi-conscious and had been attacked by cramp).
2 passengers (who were clinging to a spar).

3
Found by two fishing junks (believed to be working the sea together, in partnership), in the open sea off Pu To Island, and brought into Aberdeen yesterday afternoon:

2 Passengers (who had tied themselves by ropes to a capsized lifeboat, the last of the two lowered from the ship)—found by junk No. 8349.
1 ship's cook—found by the "partner" junk No. 2506.

3
[Or one officer, 17 crew, 8 passengers—26 in all.]

Position of Wreck
Mr. T. W. H. Rogers (Assistant Harbour Master) and Mr. A. J. Numa (Boarding Officer) went out yesterday afternoon. The "Hainwah" was then submerged with a portion of her foremast showing above water, with a heavy list. The following notice was issued:

"Sunk wreck of s.s. 'Hainwah' in position approximately North 4 degrees, West; true from Waglan Lighthouse, distant five cables."

In the heavy weather then prevailing, and the difficult approach, a number of bodies and quantities of wreckage were seen, but no boats or rafts.

Another report gives the position as 800 yards north-west of Waglan. It adds that the ship sank on an even keel, and that about nine feet of the mast is showing above water.

H.M.S. "Olympus," the first of the anti-aircraft ships, was seen yesterday morning.

Details of the "Hainwah" are being collected by the Hong Kong Police.

MONEY AND SHARES

On London—

Bank wire 2/- 1/2
Bank on demand 2/- 3/16
Bank 30 days sight —
Bank 3 months sight 2/- 1/2
Credits, 4 months' sight 2/1 1/2
Documentary 4 months' sight 2/1 1/2

On Paris—
On demand 1247 1/2
Credits, 4 months' sight 1322 1/2

On Berlin—
On demand —
On New York—
On demand 48 1/2
Credits, 60 days' sight 50 1/2

On Bombay—
Wife 133 1/2
On demand 133 1/2

On Calcutta—
Wire 133 1/2
On demand 133 1/2

On Singapore—
On demand 87
On Manila—
On demand 98 1/2

On Shanghai—
On demand 78 1/2
30 days' sight (okiyata paper) —
On Yokohama—
On demand 107 1/2
Gold Leaf, 100 fine (per tael) —
Sovereigns (Bank's buying rate) 9.60
Silver (per oz.) 26 1/2

Bar Silver in Hong Kong 3% prem.
Copper Cash Nominal
Chinese Copper Cents 6% Prem.
Rate of Native Interest 7% p.a.
Chinese Sub. Coin 20 1/2% dis.
Hong Kong Sub. Coin Par.

LONDON EXCHANGES.
London, Yesterday.
Paris 124.10
New York 4.84 31/64
Brussels 34.905
Geneva 25.21 1/2
Amsterdam 12.09 1/2
Milan 92.695
Berlin 20.402
Stockholm 18.14
Copenhagen 18.16 1/2
Oslo 18.155
Vienna 34.50
Prague 163 1/2
Helsingfors 192 1/2
Madrid 29.705
Lisbon 109 1/2
Athens 375
Bucharest 808
Rio 5 29/32
Buenos Aires 47 13/32
Bombay 1/6 1/82
Shanghai 2/7 1/4
Hong Kong 2/0 1/4
Yokohama 1/10 13/32
Yokohama Spot 26 1/2
Silver Forward 26 1/2
—British Wireless Service.

RUBBER
Messrs. Carroll Bros. have been advised that rubber has remained steady, heavy shipments from Malaya amounting to 68,749 tons in December, having failed to produce any noticeable effect on the market. Of this amount 48,558 tons are destined for the United States.

It is believed, however, in London, that consumers' reserve stocks will need replenishing in the near future; which process would naturally tend to mitigate the gradual increase of stocks referred to above.

From New York comes the statement that trade authorities there consider the outlook for the current year to be the best for many years past.

Temporary setbacks must be expected but there is every excuse for moderate optimism in respect of the second half of the year at any rate. It would appear that too many are waiting for a fall in prices before purchasing for forward delivery to permit of any such decline being long maintained.

Quotations
Allenby \$2.10
Ayer Moleks 1.85
Ayer Pans 6.50
Changkat Serangs 4.75
Jerams 1.50
Jimahs 1.75
Kedahs 5.15
Linas 1.95
Malaka Pindas 1.70
New Scudals 1.70
New Scudals 2.35
Pajams 1.30
Pungora 0.75
Sandyroths 2.00

Dividends
Glencore, 5%
Kuala Lumpur, 7 1/2% Int.
Kinta Tin Mines, Ltd., 5%
Tanjong Tin Dressing, Ltd., 5%
Southern Perak Dressing, Ltd., 5%
Gopex Consolidated, Ltd., 5%
per share 1.00
Kuala Lumpur, 1.00
Kinta Tin Mines, Ltd., 1.00
Tanjong Tin Dressing, Ltd., 1.00
Southern Perak Dressing, Ltd., 1.00
Gopex Consolidated, Ltd., 1.00

T.T. on London 21/- 1/2
T.T. on Shanghai 78 1/2

Banks
Hong Kong Bank \$1,860 a & sa
H.K. London Reg. \$148 n
Chartered Bank \$22 1/2 b
Mercantile A. & B. \$34 n
Mercantile C. \$14 1/2 n
P. & O. Bank \$3 1/2 n
Bank of East Asia \$38 1/2 b

Insurances
Canton Insurance \$677 1/2 b
Union Insurance \$160 b
North China Insurance \$180 n
Yangtze Insurance \$220 n
China Underwriters \$280 b
China Fire Insurance \$785 n
H.K. Fire Insurance \$785 n

Shipping
Douglases \$38 1/2 n
H.K. Steamboats, \$28 1/2 a 27 1/2 sa
H.K. Tugs & Lighters \$140 n
Indo-China (Pref.) \$50 b
Indo-China (Def.) \$90 n
Shell Transports \$113/- n
Union Water-Boats \$24 b

Mining
Benquits \$240 b
Kailan Mining Ad. 70/- b
Langkats (Comb.) \$11 1/2 b
Langkats (Single) \$6 n
Shanghai Explorations \$2.90 b
Shanghai Loans \$3.10 b
Raube \$5 1/2 n
Tronoh Mines 17/6 n

Docks, Wharves, Godowns, &c.
H.K. & K. Wharves \$132 b
H.K. & W. Docks \$40 b
China Providents \$5 b 5 1/2 s
Hongkows \$163 b
New Engineerings \$75 n
Shanghai Docks \$106 b

Cotton Mills
Ewo Cottons \$13.20 n
Oriental Cottons \$2.20 s
Shanghai Cottons (Old) \$65 1/2 b
Shanghai Cottons (New) \$72 b

Lands, Hotels & Buildings
H.K. & S. Hotels \$9.50 b 9.40 s
H.K. Lands 65 b & sa
Shanghai Lands \$165 b
Hampreys' Estates \$14.80 b
Hong Kong Realities \$3.20 b

H.K. Territorials —
Prince's Buildings —
Public Utilities
H.K. Tways \$20 1/2 b 20 1/2 s
Peak Trams (old) \$13 s
Peak Trams (new) \$6.30 n
Star Ferries \$73 1/2 b
China Lights (comb.) —
China Lights (old) \$12 1/2 s
China Lights (new) —
China Lights 1928 Issues —
H.K. Electric (old) \$54 b & sa
Electric (new) \$52 1/2 b 52 1/2 s
Macao Electric \$28 1/2 b
H.K. Telephone \$7 b old
[5.90 b 7.10 sa new]

China Buses \$11 1/2 b
Singapore Tractors 12/- n
Singapore Pref. 17/6 b 18/3 a
Sandakan Lts. \$5 n

Industrials
China Sugars 80 cts. n
Malayan Sugars \$29 1/2 b
Canton Ices \$3 1/2 n
Cements (comb.) \$10.20 1/4 sa
Cements (old) \$7.80 n
Cements (new) \$12 1/2 b
H.K. Ropes (old) \$6.80 b
Hong Kong Ropes (new) \$6 1/2 b
United Asbestos \$5 n

Stores, &c.
Dairy Farms \$21 1/2 s
Watsons \$13.05 b 13.30 sa
Dor A. Wings 80 cts. b
Lane, Crawford's \$3.05 n
"Blacktooths" \$20 n
Sinceres \$9 1/2 b
Wm. Powells \$3.65 n

Miscellaneous
Hong Kong Amusements \$27 1/2 s
Hong Kong Constructions, \$1 1/2 n
B. Ind. G. Bonds \$9 1/2 b
H.K. Govt. Loans 5% s Prem.

PASSENGER LIST
ARRIVALS
Passengers arrived by the s.s. "Mishima" from Adelaide and way ports to-day were: Mr. and Mrs. C. G. Harris Walker, Miss J. Harris Walker, Master F. Harris Walker, Miss J. Harris Walker, Mr. A. H. Smith, Miss A. M. Smith, Mr. Alm O. Brown, Mr. W. E. McKenny, Mrs. Majorie McGuire, Master Jack McGuire, Miss Jean McGuire, Mrs. Lockwood Jones, Mr. Henry Canegie, Mr. Wong Wansan, Mr. Wong Fung, Mr. George B. Robinson, Mr. Esther Price, Mrs. J. W. Price, Mr. Kenney, Miss S. W. Blackney, Mr. H. Yanggawa, Mr. Hyosho Fukuyama, Mr. I. Kitakoji, Mr. Jean Wilks, Mrs. Olivia Barber, Mr. Harry G. Dawson, Mr. U. Yamamura, Mr. Kenmochi Yamamura, Mr. Shizhan Kiyoshi, Mr. Demata Yoshiko, Mr. Yamanoi Takeo, Mr. Haruaburo Uchida, Mr. Takechi Sakai, Mr. Takao Tabari, Mr. Yukio Funahashi, Mr. Hayao Kishi, Mr. Nobumi Kishi, Mr. Takashi Murai, Mr. Hishiko Hichiumi, Mr. Masachi Yonaka, Mr. Yoshiko Negishi, Mr. James Earl Forster.

Water Shark Barks, aged 64, was sentenced to 12 months' hard labour for the offence of sending a grown-up Chinese forward to Mr. Messrs. the "Mishima" street.

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Maybe This Is Love—Fox Trot (from the musical comedy, *Three Cheers*) With Vocal Refrain.
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I Still Keep Dreaming of You—Fox Trot With Vocal Refrain.
Crown Hound—Fox Trot (Theme song of the motion picture production, *Ship People*) With Vocal Refrain.
No. 21768, 10-inch.

I'm Sorry Sally—Fox Trot With Vocal Refrain.
Just Another Night—Waltz With Vocal Chorus.
No. 21765, 10-inch.

You're the Cream in My Coffee—Fox Trot (from the musical comedy, *Gold Diggers of 1933*) With Vocal Refrain.
Anything Your Heart Desires—Fox Trot (from the musical comedy, *Just a Minute*) With Vocal Refrain.
No. 21767, 10-inch.

Just a Sweetheart—Fox Trot (from the motion picture production, *The Battle of the Sexes*) With Vocal Refrain.
No. 21769, 10-inch.

Yes It Loves—Waltz With Vocal Refrain.
No. 21771, 10-inch.

Another Kiss—Waltz (from Paramount picture, *Manhattan Cocktail*) With Vocal Refrain.
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Sport Columns

SOCCER

SOUTH CHINA LOSE THEIR RECORD

POLICE PLAY WELL

[By "Rover."]

At Kowloon before a very large crowd yesterday the Police, playing a dashing neck-or-nothing game, beat South China by the odd goal scored in the first half. South China had many chances of saving the game but they had a day off, and Police took their revenge for the defeat on Saturday last.

The teams lined out at full strength and were identical to those fielded on Saturday:

Police: Clarke; Wynne, Williams; Brittain, Hudson, Jessop; Shephard, Oram, Fraser, McGreavy, Gear.

South China: Pau Ka-ping; Li Tin-sang, Yu Cheuk-wa; Leung Wing-tuk, Pang Wah-hing, Leung Wing-chiu; Li Tin-choy, Pau Ka-chuen, Fung King-cheung, Lau Mau, Ip Pak-wa.

Referee: Captain Austin, R.A.

From the kick-off China made tracks for the Police goal line and Wynne and Williams were hard pressed. China's left wing were very aggressive, and Clarke saved grandly from a melee close in.

Hudson figured early in strong defensive work, and the Police defence broke up the passing with dashing tactics. In a break away by the Police, Hudson put through to his forwards, and China defence appealed for hands, and hesitated, and McGreavy forced towards goal, where the ball was dangerous to China. Here China's defence was at fault, Police scoring off the China back a rather soft goal.

From this reserve China played up smartly, Fung hitting the cross-bar with a beauty. Clarke saved a couple of fine shots from Lau Mau and Fung, and when well placed Pau Ka-chuen headed over. Police played spiritedly and Fraser slung the ball about smartly. The wingers were doing well and Police came very near, but China were pressing to the interval though they could not score.

The game in the second half was very exciting and Police pressed in the opening portions. Pau saving from Fraser close in, but China came right through and Fung clear of all opposition shot weakly to Clarke, with all the China forwards up.

Clarke stuck to the ball, and Police were awarded a free kick, a very lucky escape, and this was China's best chance.

The Police, content with their lead, played a very strong defensive game, Hudson, Wynne and Clarke shining, and excepting for a bright dash by Ip Pak-wa on the left, Police were not worried over much to keep their lines clear, and ran out winners by the only goal scored.

China played well enough in the opening half to have won, but a great display by Clarke in goal, Wynne, and Hudson—these three players being in tip-top form—kept them out. The Police forwards also played with surprising dash, Fraser and McGreavy being fine, and the wingers made few mistakes. South China disappointed their large following, but played out of luck, as Clarke saved almost certain goals in the first half from fine forward play.

China's left wing was the best wing on the field, but the forward machinery, due to the Police solid defence did not play up to form, and appeared put off by the determined defence. The match was very interesting and exciting but a draw would have been a fairer result on the chances offered.

Easy Win

The other Division I. match resulted in a run-away victory for

CUP REPLAYS

CRYSTAL PALACE & LEEDS SHINE

IN FOURTH ROUND

London, Yesterday. Association Cup third round replays resulted as follows:—Bournemouth 2, Accrington 0. Bradford 3, Hull 1. Crystal Palace 7, Luton 0. Leeds 5, Exeter 1. West Bromwich 2, Grimsby 0.

—Reuter. The fourth round programme, as the result of the above replays, now stands thus:—

Plymouth v. Bradford. Liverpool v. Bolton. Portsmouth v. Bradford City. Arsenal v. Mansfield. Manchester United v. Bury. Blackburn v. Derby. Burnley v. Swindon. Bournemouth v. Watford. West Bromwich v. Walsall or Middlesbrough. Aston Villa v. Southampton or Orient.

West Ham v. Corinthians. Huddersfield v. Leeds. Leicester v. Swansea. Reading v. Sheffield Wednesday. Millwall or Northampton v. Palace. Chelsea v. Birmingham.

The above games take place on Saturday, January 26.

HELEN WILLS

ENGAGED TO MARRY A BROKER

Berkeley, Yesterday. The engagement is announced of the tennis star, Miss Helen Wills, to a young San Francisco broker, Fred. Moody. It is believed that the romance started on the French Riviera in 1926.—Reuter's American Service.

GOLF

TIE IN ADAMSON CUP

In the R.H.K.C. (Junior Section). Adamson Cup (January), qualifying competition. F. Morrison (83-16) and W. H. Edmonds (85-18) tied with 97. Other Scores were:—J. H. Stewart 97-24=78, A. E. Clarke 93-18=75, F. E. Booker 93-18=75, G. McLeod 90-14=76.

the Queen's Regiment, which beat the R.A. by nine goals to nil.

Interport Trial

The following have been selected to play in the next Interport trial game:

Clarke; Wynne and Dodshon; C. F. Remedios, Hudson and McBride; Barkham, Fung King-cheung, A. Gosano, Suen Kum-shun and Caldwell. Reserves: Lai Yuk-tat, Wong Shiu-wah, Hill, Goldman and Rocha.

Kick off 4.30 p.m., H.K.F.C. ground on Wednesday next.

The opposition will be a combined Services team.

Games Postponed

At the request of the China Athletic Association, the following league games, fixed for Saturday next, have been postponed by the League Management Committee—Division I. and II. China Athletic v. R.A.

K.F.C. Teams

The following will represent the Kowloon 1st XI against Revere on Kowloon Football Club ground on Saturday, kick off at 4 p.m.:—

Angus; Robson, Mile, Hedley, Easterbrook, Dowman; Clemo, McKelvie, Spary, Miles, Baldwin. Reserve—Davies.

The following will represent the Kowloon 2nd XI against St. Joseph's on St. Joseph's ground on Saturday, kick off at 2.30 p.m.:—A. N. Other; Moore, Eastman; Seddon, Campbell, Dunnett; Hannan, King, Moss, Morgan, Blacklock. Reserves—Waddington, White.

FOURTH TEST

AUSTRALIANS MAKE ONE CHANGE

RICHARDSON REPLACED

Adelaide, Yesterday. The Australian team for the fourth Test match, at Adelaide on February 1, will be identical with that in the third, except that A. Jackson, of New South Wales, will play instead of Victor Richardson.—Reuter.

THE TOTALISATOR

COUNTRY TO BE DIVIDED INTO TWO AREAS

READY IN MAY

London, Yesterday. A scheme to divide the country into two areas based on London and Leeds to deal with the erection and working of totalisators in the south and north respectively was decided at a meeting of the Racecourse Betting Control Board yesterday. Sir Clement Hindley, interviewed by Reuter, said that the Board had entrusted the principal power to an engineer of the Post Office, while other experts had the task of recommending the most suitable mechanical appliances to work the totalisators, which he hoped would be functioning on a number of racecourses at the beginning of May.—Reuter.

FANLING HUNT

AMENDED FIXTURE LIST ANNOUNCED

The Amended Fixture List of the Fanling Hunt for the remainder of this month and the beginning of February has been announced as follows:—

Saturday, January 19: Steeple-chase race meeting at Kwantli.

Sunday, January 27: Cross-country scramble, meet at race course at 10.30 a.m.

Sunday, February 3: Gymkhana of the 2nd Batt. King's Scottish Borderers.

Saturday, February 9 and Sunday, February 10: Paperchase, etc., at Canton, by invitation of the members of the Canton Ride, information about which can be obtained by those interested from Messrs. Thomson & Co., York-building, Chater-road.

In Role of Coach



Johnny Farrell, American open golf champion, on his first appearance on the fashionable links at Florida, where he will coach entrants in the second annual national championships. He has been re-engaged for the winter as professional of the St. Augustine Club.

THE NAVY WINS

YESTERDAY'S YACHT RACES

131 POINTS TO 127

The Navy and Army sailing match, yesterday ended in the Senior Service gaining 131 points to the soldiers' 127.

Yesterday's racing was, as before, in two stages.

The morning race was on the following course:—

Star, Club line west to east, mark in Quarry Bay (P), East Rock (P), mark on Club line (S), and finish, "Tamar" line east to west. Distance, 5.2 miles.

The results were as follow:—

| Yacht | Sailed by | Place | Pts. |
|-------|-----------|-------|------|
| 13 | Greig | 1 | 17 |
| 14 | Healing | 2 | 11 |
| 15 | Le Gros | 3 | 10 |
| 16 | Cardew | 4 | 10 |
| 17 | Hanna | 5 | 8 |
| 18 | Campbell | 6 | 7 |
| 19 | Fraser | 7 | 4 |
| 20 | Drummond | 8 | 2 |
| 21 | Phillips | 9 | 1 |
| 22 | John | 10 | 1 |

Total points 72

Army

| Yacht | Sailed by | Place | Pts. |
|-------|-----------|-------|------|
| 14 | Healing | 1 | 11 |
| 15 | Le Gros | 2 | 10 |
| 16 | Cardew | 3 | 10 |
| 17 | Hanna | 4 | 10 |
| 18 | Campbell | 5 | 8 |
| 19 | Fraser | 6 | 7 |
| 20 | Drummond | 7 | 4 |
| 21 | Phillips | 8 | 2 |
| 22 | John | 9 | 1 |

Total points 62

1st yacht obtains 17 points; 2nd, 15; 3rd, 14; and so on.

Afternoon Race

The afternoon race was along the following course.—Start, "Tamar" line, west to east, mark on Club line (P), East Rock (S), Kowloon Rock (S), finish, Club line east to west; distance, 5.2 miles, and resulted as follows:—

| Yacht | Sailed by | Place | Pts. |
|-------|-----------|-------|------|
| 14 | Cardew | 1 | 17 |
| 15 | Wernicke | 2 | 14 |
| 16 | Greig | 3 | 10 |
| 17 | Hanna | 4 | 10 |
| 18 | Bingham | 5 | 8 |
| 19 | Le Gros | 6 | 7 |
| 20 | Fraser | 7 | 4 |
| 21 | Martin | 8 | 2 |

Pts. for afternoon race 55

" " morning " 72

Total 127

Navy

| Yacht | Sailed by | Place | Pts. |
|-------|--------------|-------|------|
| 11 | Drummond | 1 | 15 |
| 12 | Bassett | 2 | 11 |
| 13 | Mark Wardlaw | 3 | 10 |
| 14 | Miles | 4 | 10 |
| 15 | Nares | 5 | 8 |
| 16 | Ball | 6 | 7 |
| 17 | Colquhoun | 7 | 4 |
| 18 | Phillips | 8 | 2 |

Pts. for afternoon race 69

" " morning " 62

Total 131

CANADA'S NEED

SOCIAL REFORM DRAG ON EMIGRATION

"Schemes of social amelioration seem to have clogged the minds of the young men and women of Britain," said Mr. J. Bruce Walker, Canadian Director of emigration in Europe, deploring the hesitancy towards emigration since the war, at a meeting of the Royal Empire Society at the Hotel Victoria. The meeting was preceded by a dinner given in honour of Mr. Walker, who has just completed twenty-five years' service for the emigration movement to Canada. Sir Hamar Greenwood, M.P., presided.

Referring to the "oft-exploded fable" that Canada "did not want English emigration, Mr. Walker said that the Prime Minister of Canada had nailed that lie to the counter, and no one now believed it.

"The Empire movement from the Motherland to the Overseas should average 300,000 a year," concluded Mr. Walker. "Of this number Canada could absorb at the moment 100,000, and in a few years, with this scheme in operation, more than half as many more." (Cheers.)

Mr. George Flicher, M.P., a member of the Empire Parliamentary Association delegation that recently visited Canada, stated that Canadian immigration had dropped from 400,000 in 1913 to 159,000 in 1927, and United Kingdom emigration had fallen in the same period from 390,000 to 134,000.

STAR

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MONDAY

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MON. "KEEP MOVING"

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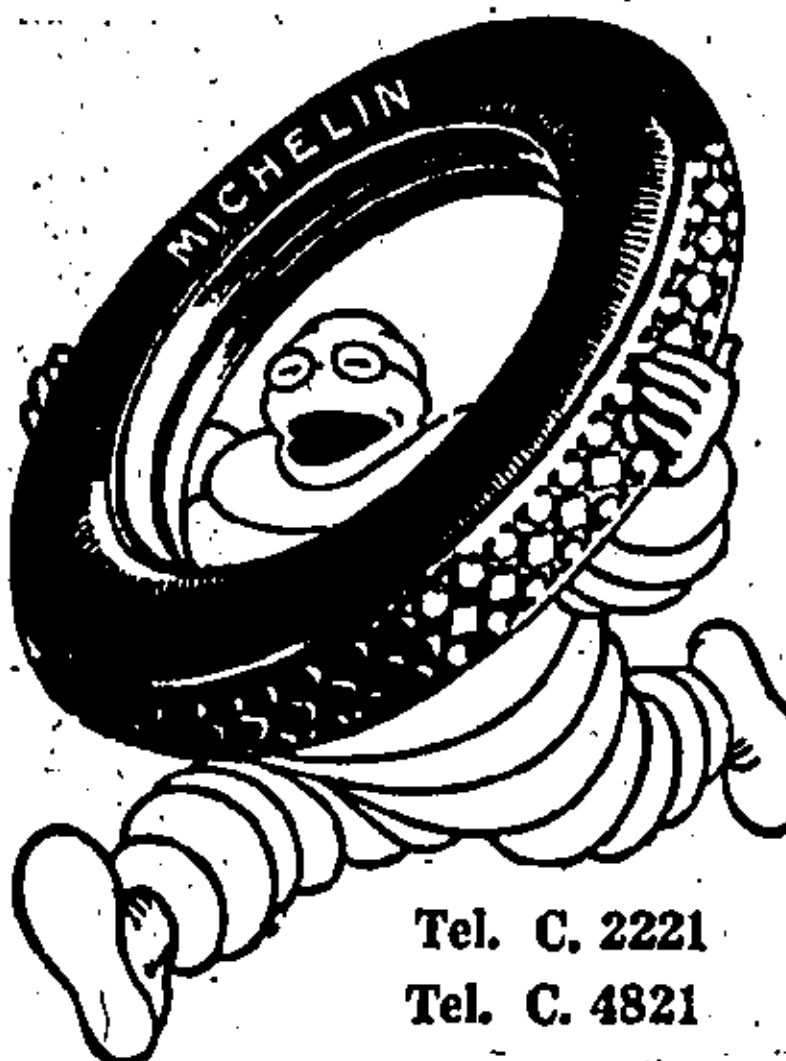
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League of Nations



Joseph Paul Boncour, French Representative to the League of Nations, who has announced that he has resigned from that post because he did not care to go to Geneva as the Representative of a Government which contained no parties of the "Left."

About 40 prominent Chinese Towns of the State of Negri Sembilan assembled in the hall of the Miners' Association, Seremban, to bid "au revoir" to Mr. W. D. Horne, M.C.S. Protector of Chinese, Negri Sembilan, on the eve of his departure to Scotland on furlough.

Former students (in Shanghai) of the University of Wisconsin, were invited to a reception to be given for the Floating University at the Chinese Chamber of Commerce to meet Professor E. A. Ross of the University of Wisconsin.

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EATING WITHOUT APPETITE:

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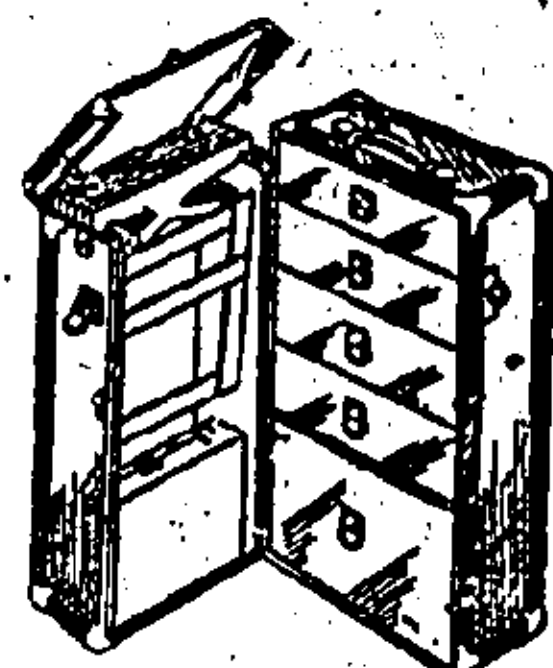
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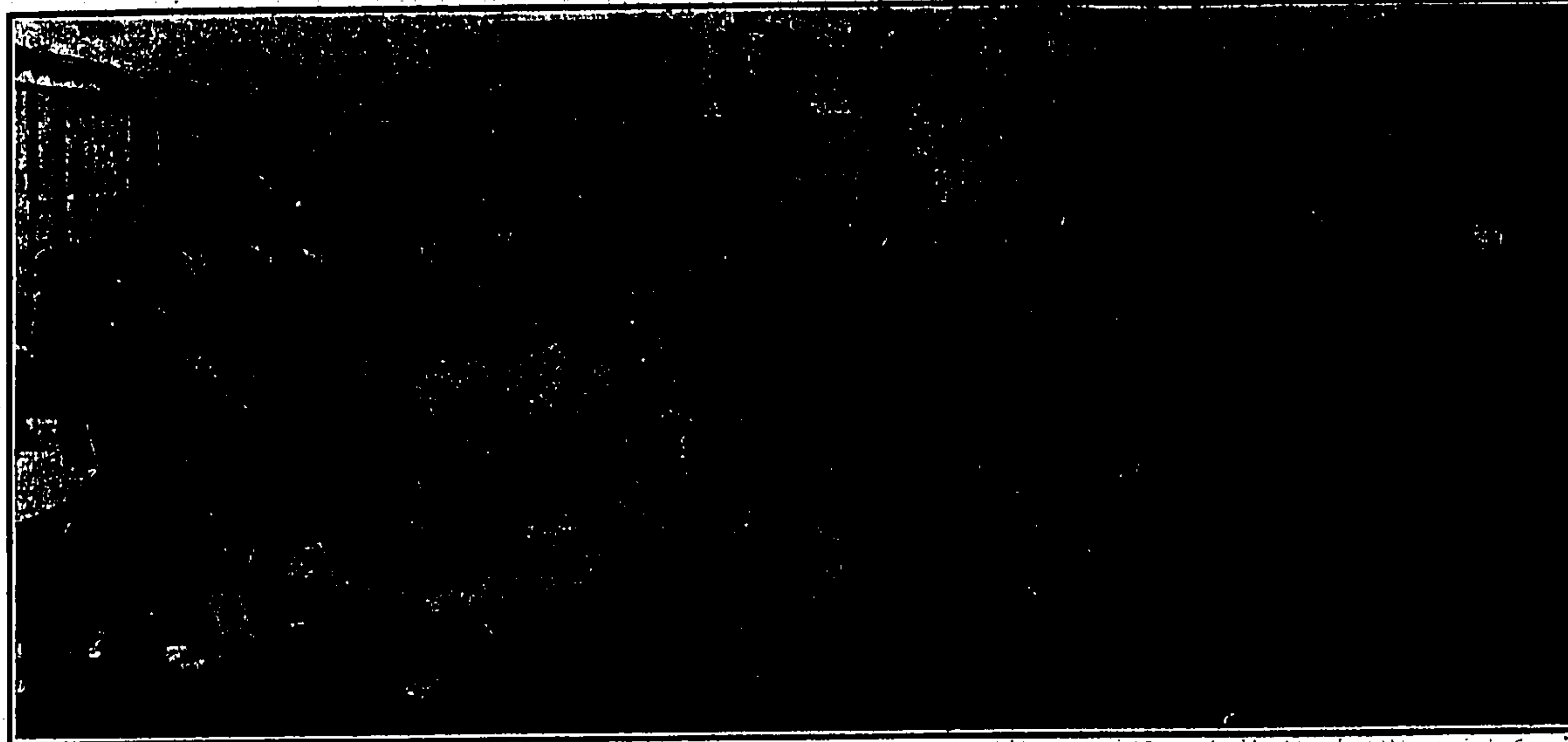
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WORLD NEWS IN PICTURES.

"Ring Out The Old, Ring In The New!"



Members of the Swiss Rifle Club, Shanghai, held a very successful New Year's Eve party at the clubhouse, No. 21 Lucerne-road, where a large number of merry-makers spent a most enjoyable time in bidding "farewell" to 1928 and extending a "welcome" to 1929. The above photograph was taken in the course of the evening.—(Ah Fong).

Went to France



Louise Brooks, the Hollywood film actress, who spent a holiday in France.

Engaged



A romance of Hollywood blossomed to fruition with the marriage of beautiful Dolores Costello (above) and John Barrymore, the bold lover of stage and screen. The announcement of their marriage was first intimated when Barrymore had been divorced from his second wife, the former Mrs. Leonard M. Thomas, whose pen name is "Michael Strange."

Not "Smart"



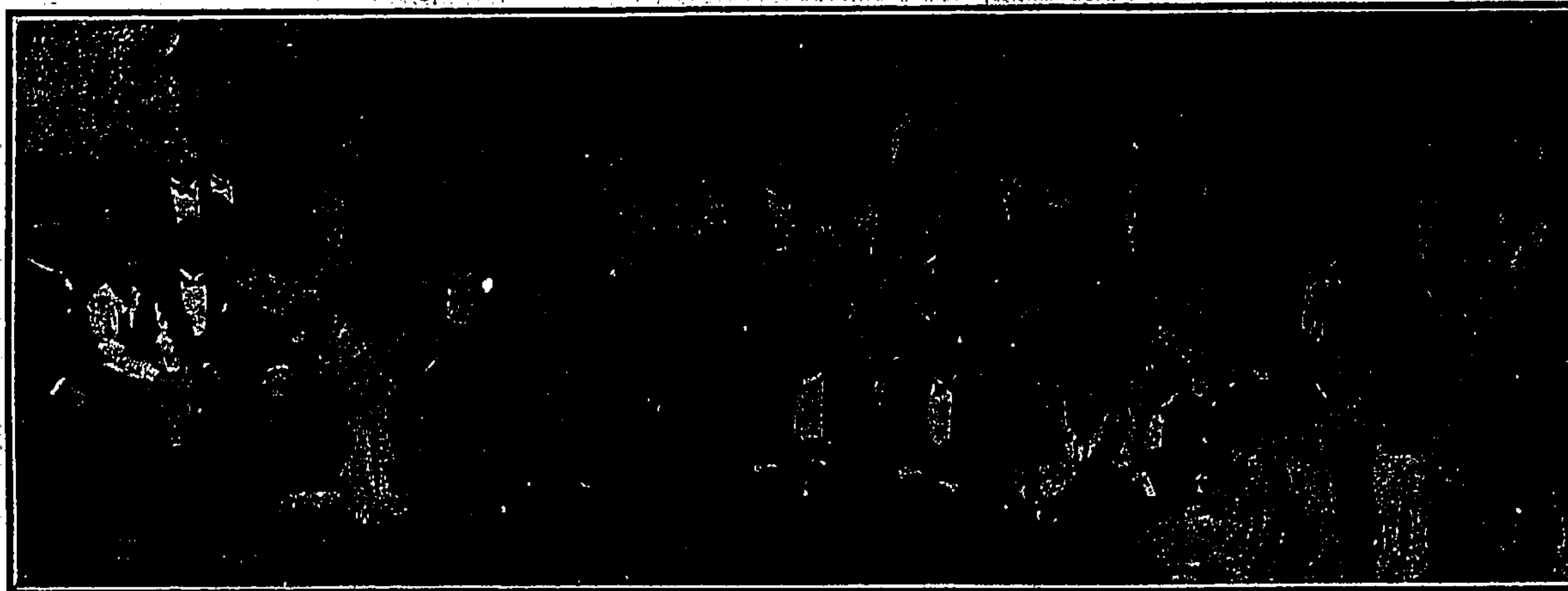
Mrs. P. Dubonnet, formerly Jean Nash, smilingly told Pressmen after a visit to France that she no longer desired to be known as the world's most smartly gowned woman.

Mary Pickford



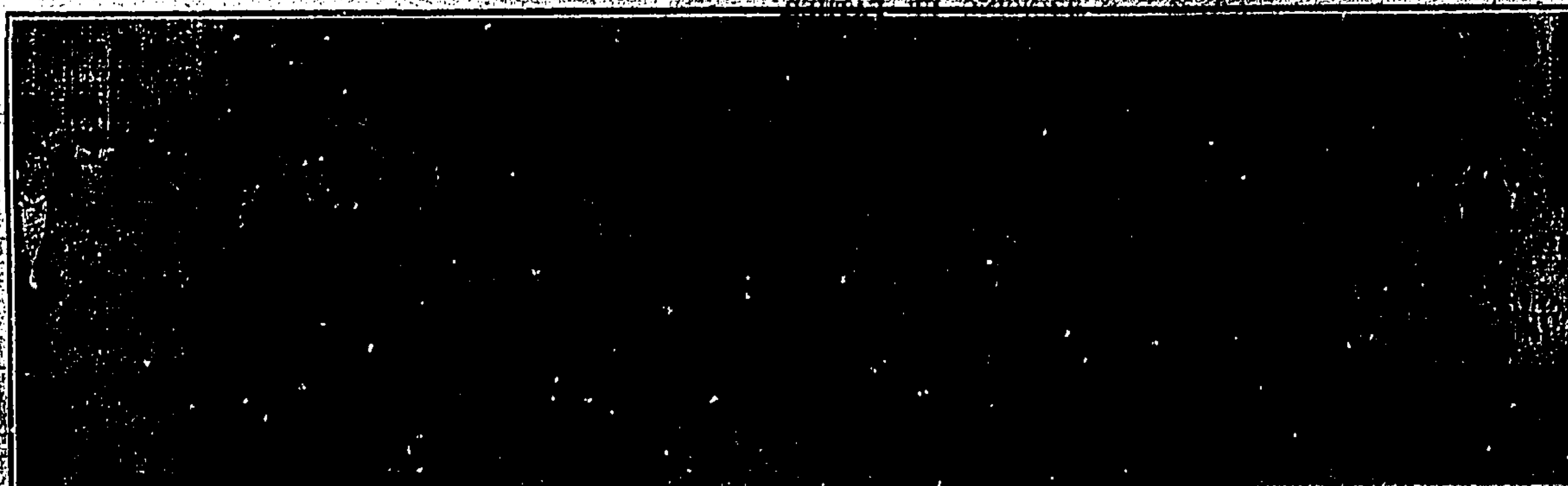
The "world's sweetheart," who has returned to Hollywood and has been making "Coquette."

Welcoming the New Year



Members of St. Joseph's Association, Shanghai, held a very successful fancy dress dance on New Year's Eve at the Association Hall at No. 66 Route des Sœurs. A large number of members and their friends were present and some original fancy dresses were worn.—(Ah Fong).

First Christmas at Shanghai Y.M.C.A.



COUNT THE "MAILS"

THEN LOOK AT THE READER
AND YOU WILL SEE THAT HE IS A MAN
WHO CAN AFFORD TO BUY
WHAT YOU HAVE FOR SALE.

IT IS A QUALITY CIRCULATION
THAT PAYS.

IT IS FAR CHEAPER TO ADVERTISE

In a Newspaper That Reaches the People Who Can
Afford to Buy Than to Advertise in a Paper That
Reaches People Who Cannot Afford to Buy.

LOOK AT THE READER

Before You Decide Which Paper Shall Carry
Your Advertisement.

THE "MAIL" CLAIMS

THAT IT REACHES THE BUYER.
THEREFORE

ADVERTISE IN THE "MAIL."

SIR ERNEST BENN
on
NET SALES

Stunt or Stomach Basis.

Speaking at the Annual Meeting of
Benn Brothers, Ltd., in August
last, Sir Ernest Benn *inter alia*
said:—

"We have never asked for any
particulars of the circulation of
the paper in which we advertise.
The stunt or stomach basis to
which advertising has been re-
duced by the net sales enthu-
siasts is of no interest to us."

OUR ADVERTISING EXPERIENCE IS AT
YOUR SERVICE.

CHINA MAIL OFFICES

3A, Wyndham Street.

SAND-LIME BRICKS.

Best machine made bricks.
Highest tests and uniform qualities.
For Economy, Quality, Beauty, Durability and
Satisfaction unsurpassed.

YEE YICK SAND-LIME BRICK CO.,

CHING IU NAM, Manager.

Factory:—Canton.

Hong Kong Office:—148, Queen's Road, West, 1st Floor.
Telephone No. C. 8862.

AT PRESENT, OUTDOOR WORK ONLY

K. FUJIYAMA
PHOTOGRAPHER.

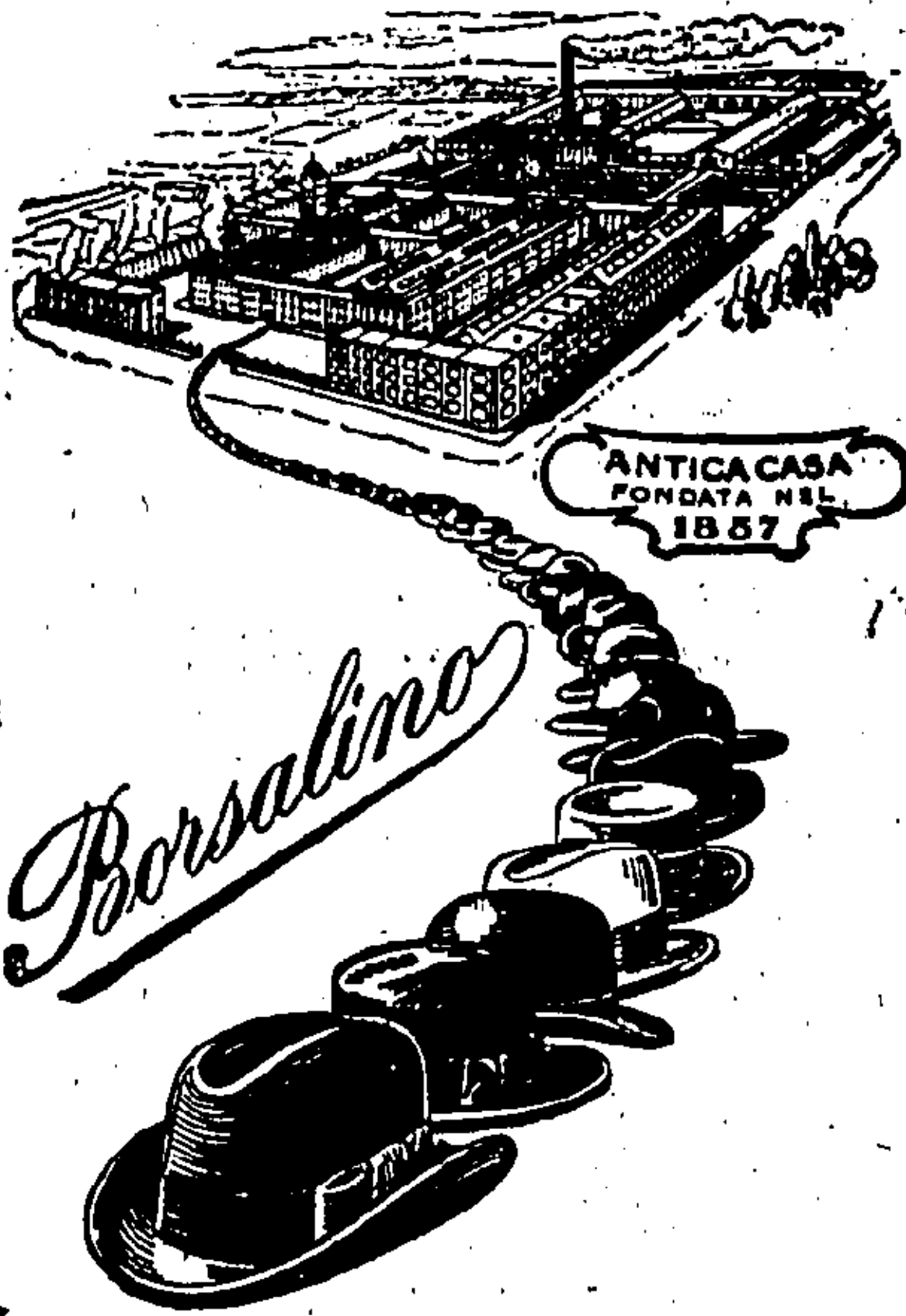
NIGHT PHOTOGRAPHY AND EN-
LARGEMENTS A SPECIALTY.
ENLARGEMENTS CAN BE MADE
FROM ANY PHOTOGRAPH.
NEW, OLD OR FADED.

WEDDINGS AND GROUPS A FEATURE

SPECIAL ATTENTION GIVEN TO
DEVELOPING, PRINTING AND
ENLARGING AMATEUR
PHOTOGRAPHS AT A VERY
MODERATE CHARGE.

PROMPT DELIVERY GUARANTEED

BEWARE OF IMITATIONS



THEY are used by millions of Men who care for a really superior Hat.

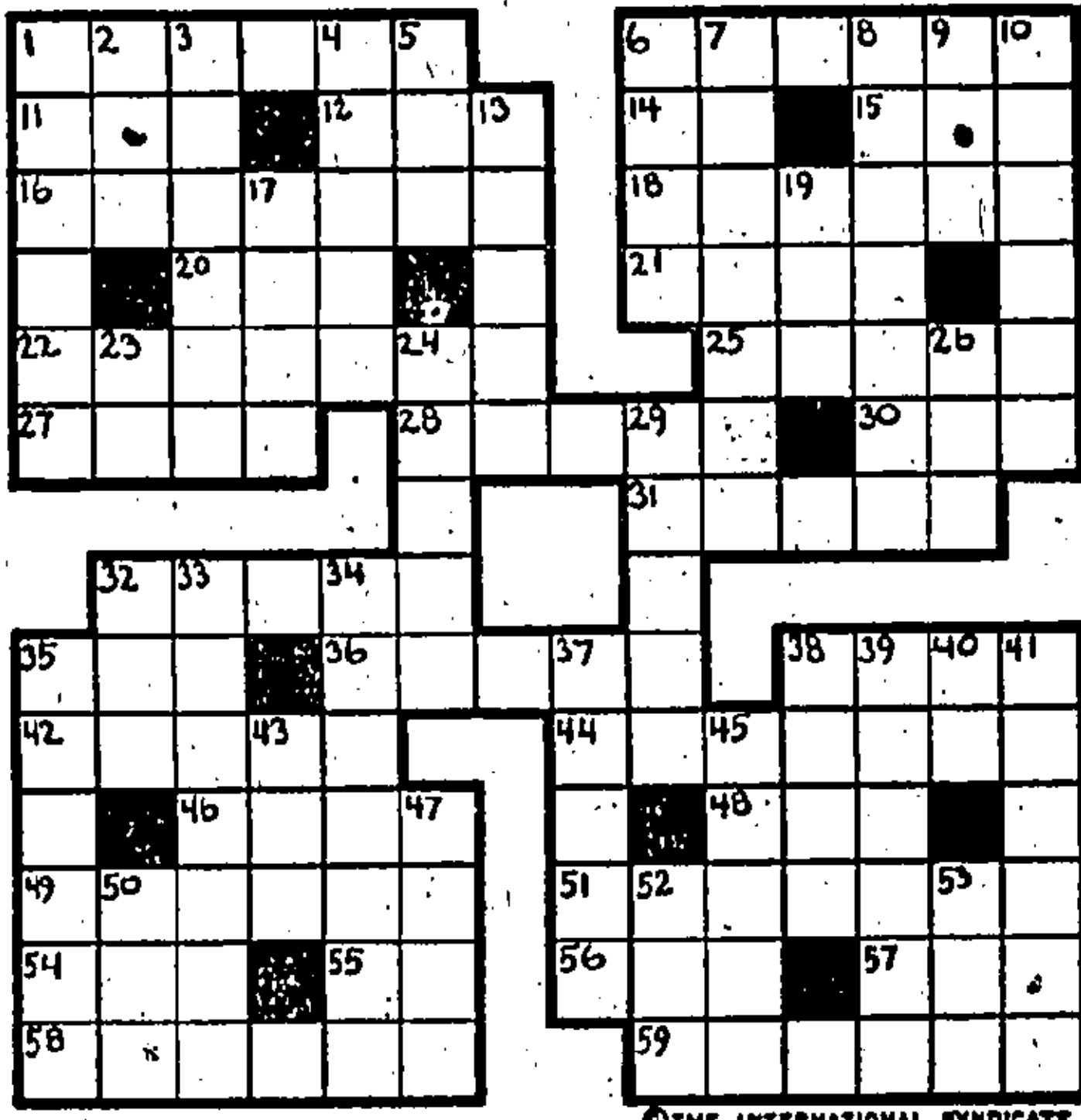
This hat is the genuine BORSALINO.

JAPANESE HIGH-GRADE PORCELAIN STORE.
SATSUMA WARE,
KUTANI WARE,
MINO WARE, ETC.

"MIYAJIMA"
27, QUEEN'S ROAD, CENTRAL.
Ground Floor, Hong Kong Hotel Building.

DAILY CROSS-WORD PUZZLE.

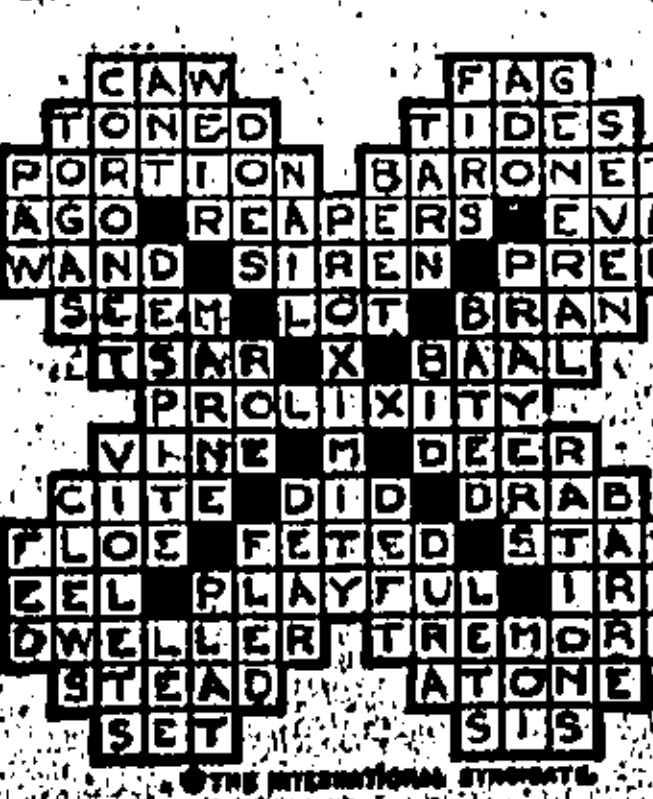
(This cross-word puzzle has been made by an expert, but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



- HORIZONTAL**
- 1-A Shakespearean character
 - 5-The island of St. John's exile
 - 11-Constellation
 - 12-To swab
 - 14-Article
 - 15-Interjection
 - 16-A famous Belgian cardinal
 - 18-Strait
 - 20-Small child
 - 21-Metric unit of weight
 - 22-Ancient city of W. Asia Minor
 - 25-Country of S. America
 - 27-Peruse
 - 28-A seagull, S. E. Scotland
 - 30-Over (Post)
 - 31-Guardedly mammal
 - 32-Musical instrument
 - 35-Own (Boot)
 - 38-Made of oak
 - 42-A spike or prong
 - 43-A large genus of plants
- HORIZONTAL (Cont.)**
- 44-A motor-driven balloon
 - 46-A flower
 - 48-Amount (abbr.)
 - 51-One of the Longobardi
 - 54-Run (Scott)
 - 55-Before Christ
 - 56-So (Scott)
 - 57-A Jackdaw (Scott)
 - 58-Every twelve months
 - 59-Belle
- VERTICAL**
- 1-A large packing basket
 - 2-Exit
 - 3-Sister of Mary and Lazarus
 - 4-Gives forth
 - 6-Part of foot
 - 8-A sudden sharp pain
 - 7-Absence of government
 - 9-A poem by Scott
 - 10-One who saws wood
- VERTICAL (Cont.)**
- 13-Not poetic
 - 17-A girl attending college with men
 - 19-Hurrah
 - 23-One of the churches (abbr.)
 - 24-A Spanish explorer of California
 - 25-A meadow
 - 26-Possessive pronoun
 - 32-A dessert
 - 33-N. Central State of U. S.
 - 34-Existing in name only
 - 35-A depository for ashes
 - 37-English title (pl.)
 - 38-A vault
 - 39-Archway in a mine
 - 40-Sodium (chem. sym.)
 - 41-Musical studies
 - 43-A cartouche of Switzerland
 - 45-Same as "ramie"
 - 47-Secretary (abbr.)
 - 50-To recline
 - 52-One of the grains
 - 53-A rodent

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

YESTERDAY'S SOLUTION.



HONG KONG HEIGHTS

For the information of visitors the following list of some of the highest points on the Island and Mainland is published:

| Island | Feet |
|-------------------------|------|
| Victoria Peak | 1823 |
| Signal Station | 1774 |
| St. Paul's | 1774 |
| Mountain Lodge | 1725 |
| The Eyrie | 1725 |
| Peak Hotel | 1505 |
| Talkoo Sanatorium | 1000 |
| Mt. Davis | 577 |
| Bowen Road (filterbeds) | 297 |
| Tai Mo Shan | 5124 |
| Malanda | 5124 |
| Tai Mo Shan | 5124 |
| Kowloon Peak | 1971 |

HOUSING SOCIETY

STORY OF A \$12,500 CHEQUE

DIRECTORS & PROFITS

The inspection of the affairs of the New Era Housing Society Limited was continued by Mr. John Fox, the Assistant Registrar of Friendly Societies, at 17, North Audley-street, W. The proceedings are the result of an application by Alderman Walter Lee.

It had been previously stated by Mr. Fox that the society was of the type known as a "public utility society." The scheme evolved by the promoters seemed to have been to get another company, known as "Modern Homesteads Limited," to build houses and for the New Era Company to obtain the subsidies. Both concerns appeared to have been promoted by a third company, "L.B.C. Trust Limited."

Mr. Fox said Alderman Lee was apparently the only subscriber of the shares.

In his application Alderman Lee alleged that the society had failed to file an annual report, that cheques had been drawn on the banking account without the authority of the company, and that no ordinary meeting had been held.

He also alleged that he paid £200 on the representation that this sum was required to qualify him for a position on the management committee. There were further allegations that the money had been improperly dealt with.

Meeting That Was Not Held
Mr. Llewellyn, who stated that he had been secretary of the L.B.C. Trust, gave evidence.

In reply to Mr. Fox he said the L.B.C. Trust did not hold its statutory meeting. He was questioned regarding a transaction whereby the L.B.C. Trust received £12,500 from another company as underwriting commission.

Mr. Fox: Was the only payment made to the trust by this company in respect of their liability a conserved cheque for £12,500?—Yes, and another similar amount for £10,000, which was the sum the vendors had agreed to pay to the L.B.C. Trust for the formation of the company.

It was ascertained by Mr. Fox that the L.B.C. Trust having failed to carry out their underwriting obligations, the sum of £12,500 was returned to the company, with the exception of £400.

Mr. Fox: Do you know, as secretary of the promoting body, why the statutory meeting of the trust was not held?—No; except that it might not have been convenient.

Mr. Fox: It seems to me it might have been very convenient to members of the public who had subscribed the £10,000. Do you think I should be speaking too strongly if I went so far as to say that the non-holding of the statutory meeting was a fraud on these people?—Whatever the position was, the holding of a meeting would not have helped them.

Mr. Fox said there were three directors of the Modern Homesteads Company, and asked who appointed Mr. Bell as chairman.

Mr. Llewellyn: Mr. Griffin was not then a director, and only Mr. Bell and Mr. Canton were present.

Mr. Fox: So that Mr. Canton appointed Mr. Bell.

"£22,000 Paper Profit"
Mr. Bell, giving evidence, agreed that the promotion profit to the L.B.C. Trust on the formation of the United Caterers' Company was £22,000, but it was only a paper profit, owing to the fact that the directors took shares in the company and lost their money.

Mr. Fox: Why was not the amount received in cash?—Because we were badly fools enough to underwrite.

Have the company's offices shifted from Winchester House?—Yes. The tenancy expired, and we did not renew it.

Did you inform the shareholders?—I did not do so personally.

Mr. Fox said that a sum of £500 had been mentioned earlier as having been received by the L.B.C. Trust in respect of the Solmar Soap Company. "Do you accept the statement that that was your share of profit?" he asked.

"No; it was a draw," was the reply.

What do you mean, a lucky draw?—It was a draw. Directors are entitled to live, and as we had done a lot of work we were entitled to draw this very small sum.

Mr. Bell added: "We have not drawn nearly all we were entitled to. We have been too modest, that's what it is!"

The hearing was adjourned.

"WOMEN ONLY"

TRIUMPH FOR MISS WILKINSON M.P.

COMMONS RULE CHANGED

Miss Ellen Wilkinson, the Socialist M.P. for Middlesbrough, recently celebrated her victory in the battle she has waged with the authorities of the House of Commons to secure equal rights for women members, at least in one respect.

The authorities have now agreed to the proposal, forced through the Kitchen Committee by Miss Wilkinson, that women should be permitted to have their meals in the Strangers' Dining Room at the House, hitherto reserved for men. The new regulation, which applies to dinner only, will permit either women or men M.P.'s to invite women guests to meals in this room.

Miss Wilkinson entertained a party of eight, all women, to dinner in the Strangers' Room. As she explained to a reporter, she thinks it is just as well to establish the position without delay. Her guests included four women journalists and Mr. Ramsay MacDonald's private secretary, Miss Rosenberg, who is a popular and familiar figure about the House.

Mr. W. B. Luke, the Willenden magistrate: Malignant people can make a house intolerable without coming within the four corners of the law, and all you can do is to exercise the priceless virtue of patience.

"Was it a double pram—children fore and aft?" asked Mr. St. John Morrow, the magistrate, at West Ham Police Court when a perambulator was mentioned.

After "Death"



The 18-month-old Violet Smith, of Newark, N.J., who was pronounced dead after eating strychnine tablets which she mistook for sweets. Her heart was "started" again by the use of the drug adrenalin and a few minutes later the above photo was taken.



Judge Cluer at Shoreditch County Court: Are you a widow?
Woman: Yes, thank you, sir.

Nothing mars the enjoyment of life's pleasures more completely than a debilitated digestion. Not only does a weak stomach make meals a misery and even the sight of food loathsome, but its victims see everything through the green veil of jaundiced eyes which are the result of dyspeptic conditions, and so what pleasures people seem to enjoy are uninteresting and even repellant to them.

Many such sufferers seek relief in purgative medicines, only to find that the help they get in this way is brief, usually lasting not more than a few hours, and then the gas, belching, pain and discomfort "come back" as badly, if not worse than before. Furthermore, the constant use of strong purgatives weakens and injures the digestive tract.

There is only one right and rational way to restore a weak stomach and build up the system.

For over forty years Dr. Williams' Pink Pills for Pale People have been renowned as the world's greatest Blood Builder and Nerve Tonic. If you are a sufferer from digestive troubles, anemic debility, or any other form of ill-health due to blood impoverishment or disordered nerves, you can give Dr. Williams' Pink Pills a trial, feeling perfectly confident that they will do you good. Chemists everywhere sell them, or post free at \$1.00 per bottle, \$5 for 6 bottles, from Dr. J. C. Williams, Medicine Company, 233 East 12th Street, New York City. Ask for and accept nothing else but

DR. WILLIAMS' PINK PILLS

SMALL CAST

PLAY WITH ONLY TWO CHARACTERS

ENTHUSIASTIC RECEPTION

A glance at their programmes showed the audience at the Fortune Theatre, London, that they were about to "assist" at a great farce or a great triumph. M. Louis Verneuil's French original of the play presented in Mr. Eugene Walters' English under the title of "Jealousy" is a comedy in three acts containing only two characters. True, there is also a telephone, through which we hear of half a dozen others; but we only see and hear two. Such a limitation involves rare skill on the part both of the author and of his interpreters if it is to spell success. The curtain fell amid a roar of cheers, so after all the audience saw a triumph.

The story can be briefly told. The scene is the handsome apartment in Paris of a young woman whom we know only as Valerie. She has married Maurice, and it is their wedding night. The room has "a touch of Versailles," for Valerie is as clever as she is pretty, and she has a shop that pays. She also has a middle-aged guardian, one Lambertier, a rich banker who has helped her in business; and—Maurice is jealous. For Maurice, though only an unknown young painter, knows the Lambertier type. He also knows the Valerie type; and, although he loves his wife passionately, he is conscious of certain possibilities—and when Lambertier rings up his wife after eleven p.m. his jealousy flames forth.

The wife "lies like truth," but as often as his suspicions are allayed they blaze up anew; and, as the play proceeds, Valerie gets deeper and deeper into the mire. In the end, Maurice goes to Lambertier's house and strangles him. He then confesses his crime to the police, and the curtain falls on his going to meet his captors, while his wife swears that she will get him off. And, as she has let us see quite clearly the sort of man Lambertier was, and as we all know the usual fate of a French citizen charged with a "crime passionnel," the ending of the drama has every right to be regarded as a happy one.

The whole thing is quite splendidly acted by Mr. Crane Wilbur as the husband and Miss Mary Newcomb as the wife. The art they display is a delight. Whether speaking or listening they are always graphic. The nervous force of their work is of a quality we see often on the French stage than on the English; and again and again it sent a manifest shiver through the audience. Not a word, not a glance failed of its effect; and had the brilliant young Frenchman who constructed the play been present, we think he would have been satisfied.

Miss Newcomb made a modest speech of thanks at the end of the evening. She and her partner (not forgetting the "stager" of the play, Mr. Guthrie McClintic) had given us an entertainment which every lover of good acting should see.—H.M.W. in "Daily Telegraph."

Judge Cluer at Shoreditch County Court: Are you a widow?
Woman: Yes, thank you, sir.

THE HONGKONG

PENINSULA HOTEL:
HONGKONG HOTEL: REPULSE BAY HOTEL:
PEAK HOTEL

AND SHANGHAI

ASTOR HOUSE: PALACE HOTEL:
MAJESTIC HOTEL

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In association with the Grand Hotel des Wagons Lits, Peking.

KING EDWARD HOTEL.

Most Modern and Central Hotel in the Colony, all Bed Rooms, newly renovated and installed with Box Spring Beds, Hot and Cold Water, also Telephone.
Hotel Launch meets all steamers.

TEA-DANCES:

Monday, Wednesday and Friday, 5 to 7 p.m.
Tel. Add: "Victoria."
Telephone No. C. 373.

J. H. WITCHELL,
Manager.

Courtesy, Comfort, Service
and Luxuries of Modern Hotel
Construction

THE HOTEL RIVIERA.

MACAU.

Cable Address:—"RIVIERA, MACAU."



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GUINNESS STOUT

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6, Cochrane Street, Hong Kong.

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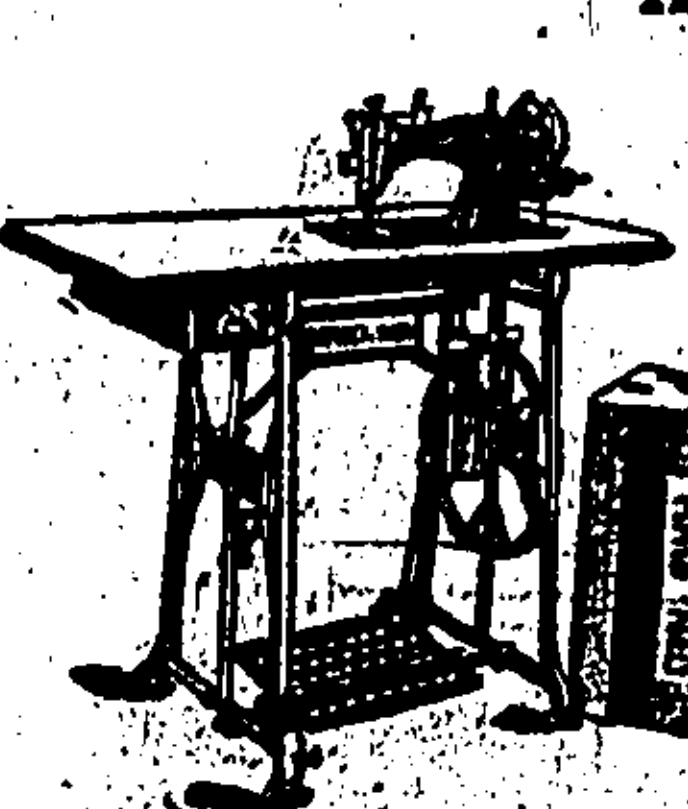
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HAID & NEU

ALL NICKEL-PLATED

Easy, noiseless running.

Sewing forwards & backwards.

Easy and extensive regulation

of the tensions.

All Spare parts in Stock.

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& South China.

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DRY-CLEANING AND DYEING.

INTRODUCTORY OPENING RATES.

GREAT REDUCTIONS

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Established 1912.

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Ho Tung Bldg., Queen's Road C.

HONG KONG BENEVOLENT SOCIETY.

Men's underclothing and shoes

are urgently required and may be sent to

the City Hall

THE MOTORISTS' PAGE

NEW 1929 MODEL B. S. A. MOTOR CYCLES HAVE ARRIVED



DO NOT FAIL TO SEE THESE NEWLY
DESIGNED MODELS BEFORE
CHOOSING YOUR NEXT MOUNT

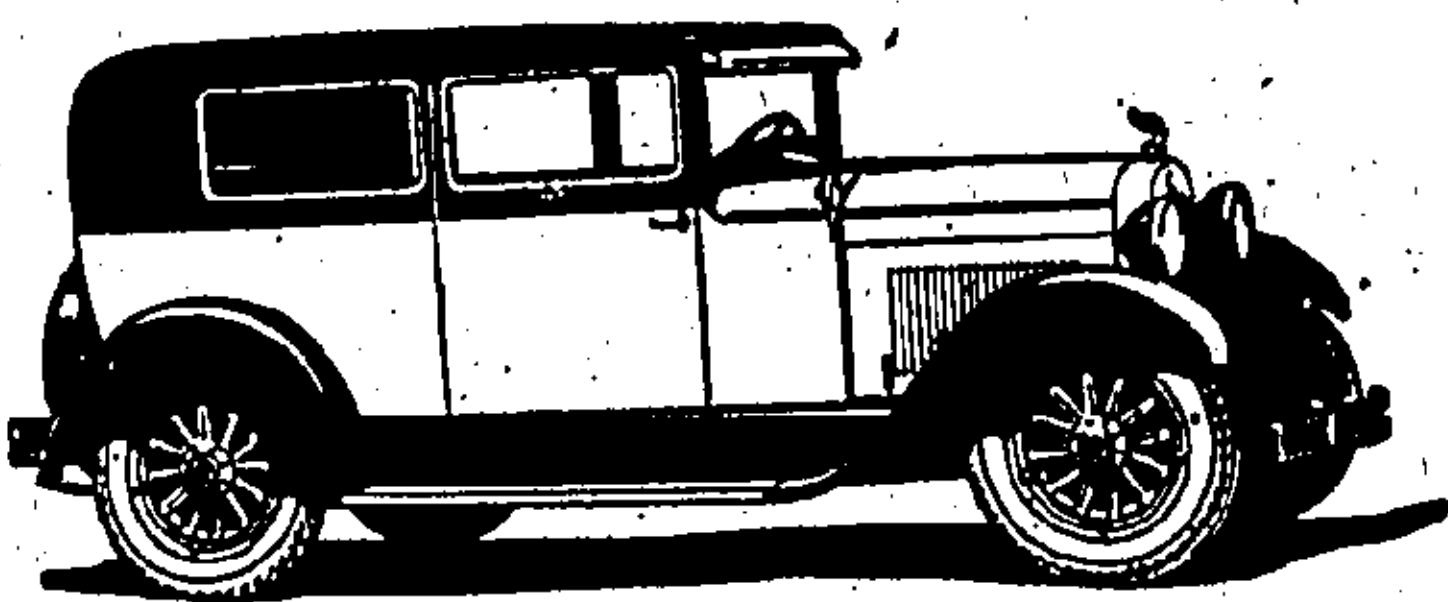
ABSOLUTELY THE VERY BEST
VALUE FOR YOUR MONEY.

Sole Agents:—

THE SINCERE CO., LTD.

NOW ON DISPLAY
**THE FAMOUS
F. N.
FAVOR
GILLET D'ERSTAL
and
MONET & GOYON
MOTOR CYCLES**
WITH OR WITHOUT SIDE-CAR.
ALL ACCESSORIES AND SPARE PARTS
IN STOCK.
EASY PAYMENTS CAN BE ARRANGED
AT
THE FRENCH MOTOR CYCLE CO.
46, Nathan Road, Kowloon.

ESSEX SEDAN



\$2,550

1929 Model

NOW ON VIEW

at

KIN CHEONG HONG

37, Connaught Road Central.

Telephone C. 6.

SPEED BEAUTY SERVICE

YES SIR, ITS A
PONTIAC YOU WANT

The idea of applying super-charges to bus engines is now receiving attention. Increased engine life and better acceleration are the advantages which a super-charger would appear to offer.

With a view to solving Manchester's traffic problems a proposal is to be put forward that no trams be run through the centre of the town and that buses shall be substituted for them.

CHRYSLER EXPORTS

NEW CORPORATION OF
DETROIT

THE PERSONNEL

Announcement has just been made by Walter P. Chrysler, President of Chrysler Corporation and Dodge Brothers Corporation, of the newly organized Chrysler Export Corporation of Detroit. This separate organization will devote its entire time to the development of closer co-operation with all Chrysler and Dodge Brothers overseas organizations.

The Chrysler Export Corporation will have charge of the overseas distribution of Chrysler Sixes, Dodge Brothers cars and Graham Brothers trucks, the Plymouth and De Soto motor cars and the new line of Fargo commercial cars and trucks.

The advantage of this arrangement to the overseas organizations is obvious as it provides for the most economical and efficient co-ordination of all Chrysler and Dodge Brothers export business.

The methods and policies which have prevailed in the past and which have been so successful in the overseas distribution of Chrysler and Dodge Brothers products will be continued. But the co-ordination of all efforts will permit even closer and more specialized attention to the needs and requirements of the overseas markets.

The President and General Manager of the new Chrysler Export Corporation will be E. C. Morse, who for the past four years has been Director of Export Sales for the Chrysler Sales Corporation. Prior to his association with the Chrysler organization he was for many years Sales Manager for the Hudson Motor Car Company and previously Director of Exports of the National Cash Register Company. Mr. Morse has acquired an actual first hand knowledge of conditions abroad by personal visits to nearly all countries of the world. His experience and leadership give assurance to all Chrysler and Dodge Brothers overseas organizations of sound and practical methods and intelligent co-operation.

The Chrysler Export Corporation will include efficient and experienced men who have been assisting in the development of the overseas organizations of Chrysler and Dodge Brothers. Operations will continue along the same lines as in the past and personal contacts will be much the same as heretofore.

As in the past, Chrysler cars will be sold by Chrysler distributors and dealers and, as before, Dodge Brothers cars and Graham Brothers trucks will be sold by Dodge Brothers dealers and associate dealers. The separate identity of these two great lines of motor vehicles will be maintained.

FRICTIONAL SURFACE

"The surface covered by the tracks of a motor car on the road is equivalent only to about one-fourth of the area of metal that the moving parts of the engine and driving mechanism slide over while the tracks are being made," declared Thomas A. Boyd, of the General Motors Research Laboratories, at the recent meeting of the American Chemical Society. He was stressing the functions of lubrication.

"For every mile that the average six-cylinder car runs," he added, "the pistons have to travel more than two and a half miles as they slide up and down inside of the surrounding sheath of cast iron."

"What if all that sliding of metal over metal had to be done without lubrication?"

"Now, one thing that is of the highest importance in any machine for making or converting energy into useful power is lubrication, which is a contribution of chemistry."

"Unless the rubbing parts of its bearing surface are supplied with some kind of 'smoother,' the best machine in the world will not run more than a short time." The percentage of moisture in the air of a room, it was asserted, is greater on an average than the percentage of petrol in the motor car cylinder.

Petrol, coming in as a liquid, has one-hundredth of a second in which to be vaporized and cause the explosion, underlying the operation of every

CAR FOR EACH

FAMILY VEHICLES NOT
LUXURIES

THE NEW PHASE

Many will recall that a few years ago the average woman's activities each day were confined largely to the four walls of the home. Man, too, was a slave to his business; outside interests held little of his attention. The activities of the day usually ended for the entire family early in the evening. One car sufficed because social and recreational obligations rarely made any call upon it.

"But contrast the situation of old with that of to-day," says R. B. Commans, manager of the used cars department of the Pacific Commercial Company. "Instead of the man of the house driving down to business with the only car, and using it himself all day, there usually is another car for the wife, which provides the chance for freedom of action, and the opportunity to absorb sunshine and fresh air for herself and children. The man also uses his car, not only for business, but to take him to and from the Country Club, and other outdoor activities." He continued:

"Two cars are no longer a luxury, even with families of the most moderate income. Thousands who have acquired the two-car idea have made the second car a used car. Right now, we have in stock many miles of unused service—factory built-in comfort and satisfaction—which their previous owners haven't touched. We are selling them at prices which appeal to everyone. They range from \$150 and up. Some of them have seen severe service, but the majority are still in exceptionally good condition and are yet capable of rendering efficient, economical and satisfactory service."

WORLD CYCLISTS IN ACCIDENT

London, Dec. 9.
Bimol Mukerji, assistant in the Imperial Bank of India, Calcutta, giving evidence at Bow-street Police Court in a case in which a taxi man was summoned for dangerous driving and failing to stop after an accident, said he and three other Indians had recently arrived in London after cycling via Persia, Turkey, Austria and Germany. They were waiting to continue their journey across Africa. While he was cycling in the West End, the defendant's cab ran into him and carried him in a precarious position for some distance before he was extricated. The cab drove off but an onlooker took the number.

Replying to the Magistrate, Mukerji said one of his companions was ill and another had fractured his nose. The third did not wish to carry on. This was his first accident.

Defendant said that he, only drove off after complainant had assured him that it was his own fault and that he was not hurt. The hearing was adjourned.

FOR RESEARCH

Construction of a new unit of the South Bend plants to house engineering department offices, and provide increased facilities for the research engineering laboratories, has been announced by the Studebaker Corporation. The new building, which has just been completed, has 161,000 square feet of floor space available for Studebaker's new engineering headquarters. Removal of the laboratories from their present location was necessitated by the increased demand for space in the plants brought about by a steady increase in sales and production.

The announcement states that the research engineering work which has been responsible for the sensational performance achievements of Studebaker and Erskine cars, will be carried on as before in the new laboratories. Provision is being made for the removal to the new building of all of the present research engineering equipment including the "cold room," where motors and chassis can be tested under extreme conditions of heat or cold; the chassis dynamometer; and the elaborate chemical and physical laboratories.

EASY TO LOOK AT!

FISHER-CRAFT ON
PONTIACS

BEAUTY OF LINES

No small part of the unmatched value of the new series Pontiac Six in the field of low-priced sixes is due to Fisher bodies.

Because the body of a car comes into much closer contact with the owner and his family and friends Pontiac builders have spared no expense to equip it with bodies of greater sturdiness, smartness and style such as only Fisher bodies can give. Comfort, safety, wide angle of vision, quietness, stylish appearance, quality of materials and fittings place the Pontiac on a pedestal all its own within its price class.

Added to the decided advantages which only Fisher coach-craft imparts, there are the many mechanical improvements to which Pontiac owes its class-leadership, such as the cross-flow radiator equipped with thermostatic control, the big, smooth, moderate speed engine fitted with G-M-R cylinder head, full pressure oiling system, AC fuel pump and filter, crankcase ventilating system, positive four-wheel brakes and many other features of similar importance.

For true beauty of lines and colours, the new series Pontiac Six leaves nothing to the imagination. As an enthusiastic owner said:

"If you are really asking me, I'll venture to say there is no car selling for less than three thousand pesos that can touch my Pontiac. You ought to see its fender sweeping down to the running board. The effect of the hood running straight back from its high radiator is simply captivating! The roof line is low and scarcely higher than your eyes. Really the new series Pontiac Six is not hard to look at!"

THE FARGO

NEW LINE OF COMMERCIAL
VEHICLES

Fargo, the new line of commercial vehicles inaugurated by the Fargo Motor Corporation, a division of the Chrysler Corporation, includes the half ton Packet model and the three-quarter ton Fargo Clipper model. Both lines are offered body styles which include delivery, station wagon and commercial sedan types.

Selection of the name Fargo as the designation was made in honour of William C. Fargo, generally accredited with founding the express system as it is known to-day. Fargo was born on May 20, 1818, in Pompey, Onondago County, New York. At 18 he was carrying mail on horseback over a forty mile route, a sideline of which was to transport packages, do errands and execute small buying commissions for people while in nearby villages. In 1844, with Henry Wells and Daniel Dunning, he organized his own express line after having held office as messenger with other companies.

In 1851, most of the leading express lines, including Fargo's were consolidated into the American Express Company and Fargo was elected president, an office which he held until his death. The Wells-Fargo Express Company is credited with having much to do with the settlement of America's great west. The "Fony Rider Express" famous in picture, song and story was inaugurated by Fargo. This service would carry a package from the Missouri River to California in a week's time, despite the harassment of the Indians and the hazards offered by the Rockies and the Sierra Nevada mountains.

Fargo died on August 8, 1881, honoured and respected by all for his honesty and integrity, after having seen the express business extended throughout the world.

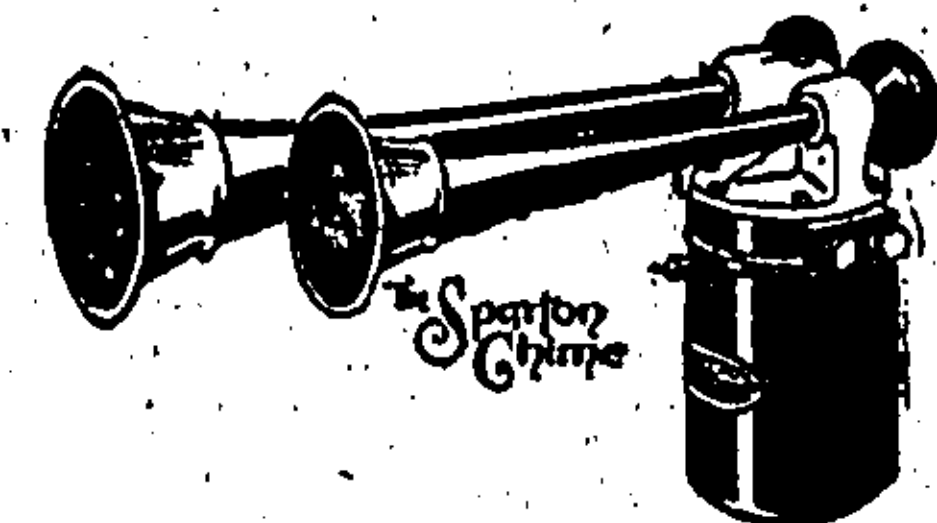
Of the 29,505,475 motor vehicles in the world on January 1, 1928, there were 28 million in the United States with 1,178,000 in the United Kingdom; then in order of their use came Canada, France, Australia, Germany, Argentina, Italy, Spain and New Zealand.

A new 650 mile highway is being completed in Cuba. It was financed in the United States. The 45,000 motor cars now there will have far wider use and it is expected that their number will be greatly increased.

SPARTON WARNING SIGNALS

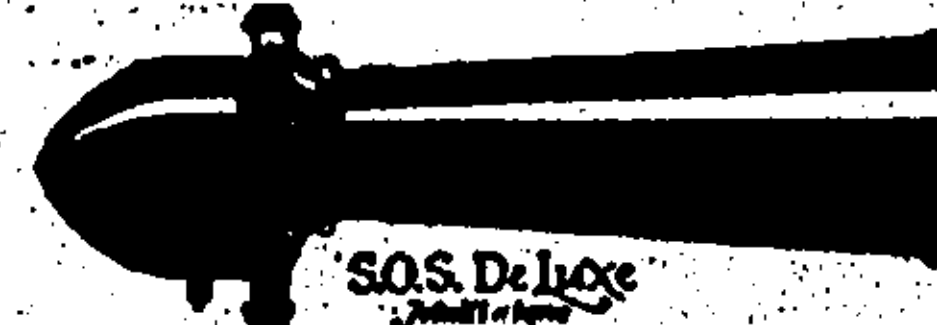


GIVE THEIR WARNING IN TIME.
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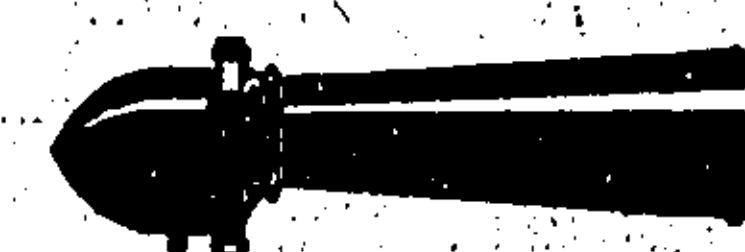
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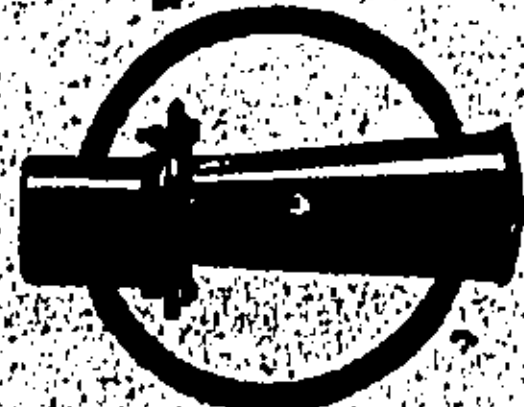
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THE NEW CARS

OPEN AND CLOSED COACH WORK

LATEST DEVELOPMENT

[By The Hon. Mrs. Victor Bruce.] While the broad question of choice of a motor-car revolves around the desirability of open or closed coachwork, so wide a range for selection is now available that the matter is rather more complicated than appears on the surface. Glistening varnish and impressive proportions—plenty of headroom, and ample seat width still have their uses, just as the cosy, low built and sometimes rather cramped sporting body has its particular appeal.

But it is so fatally easy to be deceived by appearances. The last mentioned type of car is undoubtedly most attractive of appearances; to attempt to use it, however, for those purposes for which the first mentioned vehicle is specially designed would be to court dissatisfaction. A two, or even three, seater coupe, again, is almost ideal, providing it is not necessary to keep the exposed dicky seat in constant service; while a roomy saloon is distinctly not the best when the needs of the owner require that the greater part of the mileage shall be accomplished solo.

Happy Combination

The latest development in coachwork most fortunately caters admirably for these conflicting requirements, and, as his development sometimes called the "sportsman's coupe," is not merely limited to Britain or America, but is just as commonly encountered on chassis of European origin, the purchaser is not limited in regard to mechanical choice.

The sportsman's coupe, happily combines exterior raciness with interior luxury; it is happily provided an ideally suitable vehicle for two or three passengers, or for a full load. In the first place, the roominess and central situation of the main seat prevents that "lost" feeling which is sometimes experienced by the lonely driver of a normal saloon; and in the second place, seats for the rear passengers' feet obviate the cramping lack of leg room which rather spoiled early examples of this kind of car.

These four seater coupes are found on all kinds of chassis, both long and short, powerful and modestly-engined, and the definite reversion to the two-door idea not only eliminates much of the liability to rattle and the draughtiness, but even on a relatively small car affords really easy access to either seat.

Sliding Roof

I was particularly pleased to notice, at the recent Olympia show, that the majority of manufacturers have seen the desirability of combining the advantages of the sunshine, or sliding, roof with the new type of coach work. This materially extends the appeal and serviceability of the sportsman's coupe, since it settles more or less finally the open or closed problem, as well as the two- or four-seater problem.

In addition, the almost universal adoption of the permanent rear luggage trunk, containing two or more suitcases—either the whole trunk, or the interior cases alone being easily removable—on this type of car eliminates the luggage problem most satisfactorily.

From every point of view, therefore, the new type of coachwork solves the purchaser's difficulties; but it has the one limitation of forcing upon him the necessity for choosing a fabric finish. Very few exhibitors at Olympia had ventured to construct coachbuilt examples—I only noticed one.

Essentially Fabric

And as my information is that the particular car which I did notice will not be in production and available to the public until well the other side of the New Year, we may take it that the sportsman's coupe is essentially a fabric body.

Although I understand that there is a distinct tendency, particularly in the North of England, to return to coachwork in preference to either flexible fabric covered bodies or the normal type of body in which the panels are merely covered with fabric instead of with paint, this is not necessarily a disadvantage.

Fabric finish has proved its serviceability, and the question of appearance is entirely one of personal taste. Actually, however, those who still prefer the highly polished surface to which long years of use have made us accustomed are catered for by a type of fabric which excellently reproduces the general appearance of a varnish finish.

According to Dr. Gustav Eloff, of the Universal Oil Productions Company's Research Laboratories, Chicago, there is sufficient oil in sight to last at least a hundred years.

WHEN STOPPING

HOW TO EMPLOY THE ENGINE

THE SAFE RULE

At a first glance it may appear to the average motorist to be superfluous to write on the subject of stopping a car, as the answer to the problem, on the face of it, seems merely to declutch and jam on the brakes. This method, while being more or less effective in the ordinary way, is not the fastest and safest means of slowing down the speed of a car.

The safe rule, and moreover one that applies at all times, is to use the brake pedal, and to leave the clutch pedal alone until the car has slowed down to a crawl. On a first impression, most drivers will insist that the engine will continue to pull the car, and that the logical way is to declutch.

Next time you are out on a level patch, speed the car up to about 35 miles an hour, then declutch and note how long it takes for the car to slow down to 20 miles an hour. Speed the car again to the 35-mile mark, and just take your foot off the accelerator without declutching. The car will slow down to 20 miles an hour in just over half the distance.

This proves the point that the engine does not continue to pull the car after the throttle is closed, but starts in immediately to act as a brake. Naturally this engine brake, when used in conjunction with the service brake, will pull up the car more quickly.

Engine Braking

There is a peculiar thing about the engine as a brake; it is that the maximum braking effort comes on immediately the throttle is closed, and then decreases very rapidly as the car slows up. On the other hand, the service brakes have their minimum effect when the car is speeding, and gradually increase in force and efficiency as the car slows down. This feature of the engine is invaluable when trying to stop the car on a loose or slippery surface, on which the rear wheels tend to slide when locked. A car that is being braked by the engine will immediately experience a retarding force when the wheels start to slide, and this retarding force reduces the braking effort of the engine, and allows the wheels again to start turning.

A very interesting test was recently carried out on hard sand, using a stock model Morris Cowley. The primary object was to try out the speed of the car—the efficiency of its brakes. The car was speeded up to fifty miles an hour, and the brake and clutch pedals pressed simultaneously. The car came to rest in 90 yards.

The second time after the 50-mile mark had been reached the brake pedal was pressed and the clutch left alone. In this latter test the car stopped in 64 yards. In addition to the shorter distance required for stopping, the car maintained a perfectly straight course without any tendency to side away, and the front wheels sank into the sand a distance of four and a half inches, as against only an inch and a half in the previous test with the clutch disengaged.

A Stabilizer

This latter result was brought about through the engine. When the throttle is closed the car actually has to push the engine, and the power developed in this manner is imparted in a twisting effort of the engine which tends

COST OF ACCIDENTS

THE TOLL OF THE MOTOR CAR

HOSPITAL WORK

Returns received from nearly 100 provincial hospitals show that during 1927 about 26,000 in-patients and 39,000 out-patients were treated as the result of motor accidents, at a cost £230,000, towards which £28,000 was received from or on behalf of the patients.

Commenting on this huge addition to hospital work, Sir Arthur Stanley says:—"Many people think that the solution of the problem is to be found in compulsory insurance of motorists, but this method has been carefully examined and does not appear to be practicable. Moreover, even if all motorists were insured a large number of people involved in road accidents are not motorists and not insured, and compulsory insurance of motorists would, therefore, only partially meet the difficulty. Personally, I hoped that motorists themselves would come to the rescue by establishing some central voluntary fund from which the hospitals could be helped. The leading motor organisations, such as the Royal Automobile Club and the Auto-Cycle Union, were considering this question not unfavourably in the early part of this year, but, unfortunately, at that time the Chancellor of the Exchequer thought fit to impose a heavy tax on petrol and the moment was obviously inopportune for asking motorists, in addition, to make a voluntary tax upon themselves."

\$1,000,000 PLANT IN REGINA

Regina, Saskatchewan Dec. 8. —Arrangements are now practically completed for the opening on December 10 of the new \$1,000,000 plant of the General Motors, which not only will give employment to some 800 men locally, but marks the inception of an entirely new industry in Western Canada. Toronto newspaper advices state that a large party of General Motors' executives will be in Regina for the opening ceremonies and that R. S. McLaughlin, president of General Motors of Canada, may drive the first car off the assembly line. Besides the assembling of cars, the bodies of two of the popular makes of General Motors automobiles will be manufactured in Regina.

Three red lamps are now fixed to the backs of policemen in Mulhouse (Alsace-Lorraine). The step has been taken because of the frequent accidents to constables.

to force the front of the car down. That this feature is a great stabiliser was proved in the recent 500-mile races at Indianapolis, in which some front wheel drive cars were used. In effect the front wheel drive produces a similar torque to that previously mentioned, and drivers of these cars stated that they held the road and took corners as though they were on rails. In fact, so stable were they that in cornering drivers had only to use a small amount of the steering lock provided, as against the over-steering that drivers of ordinary cars had to employ. In addition, there was an entire absence of skidding.

It will thus be seen that, as well as being an excellent brake, the engine produces a great stabilising effect, which is invaluable when trying to stop on any loose or treacherous surfaces.

WINTER MOTORING

SOME COLD WEATHER HINTS

A LITTLE FORETHOUGHT

The sudden changes in temperature, which are, perhaps, characteristic of our winter weather, often bring a good deal of trouble to the motorist. The unexpected onset of a spell of frosty weather frequently catches the car owner unawares. He has taken no precautions to ensure that the water in the radiator will not freeze and the consequences may be serious, necessitating repairs to both radiator and cylinders.

Yet a little forethought should enable him to avoid damage to the car even in the most severe weather.

Those who park their cars in unheated garages should make a habit of wrapping two old army blankets round the radiator and the bonnet at night. If the car has just been brought in the water will remain warm for a long time, and there is not much chance of it freezing before morning, even in the most severe weather.

In cases where the car is not in constant use, and where the garage is exposed the use of either an electric lamp placed under the bonnet or one of the numerous safety lamps which burn without attention for 24 hours or longer is recommended. They cost about 5s and are thoroughly reliable.

Some people believe in draining their radiators, and in fact, the whole water system, for it is no use emptying the radiator and not the cylinder block. That is all very well if the car is going to be laid up for the whole of the winter season.

It involves, as a rule, quite a lot of trouble, and is not an operation one cares about tackling after every journey, especially as the water has to be restored to the radiator when it is decided to use the car again. It is far better to adopt one or other of the plans suggested.

Anti-Freezing Mixtures

A new anti-freezing mixture has recently been put on the market and it is stated that it is excellent and cheap, and does no harm to cylinders or radiator.

A mixture of one part glycerine and two parts water is quite effective and proof against 25 degrees of frost. The glycerine costs about 15s. a gallon.

In America, where much more intense cold is often experienced during the winter, everyone uses an anti-freezing mixture with very satisfactory results.

Many motorists who acquired their cars only last summer are now finding for the first time that after a cold night the engine does not start with the first touch of the electric starter. There was an unfortunate car owner whose average time for getting any response from the engine on cold mornings is 40 minutes, and of course he very quickly "ran down" his batteries.

He was told he had better try another method than simply stalling the starter.

He now does a little cranking by hand and so helps to free the pistons. Then he floods the carburettor and closes the air strangle and a smart "pull up" of the starting handle generally is all that is required.

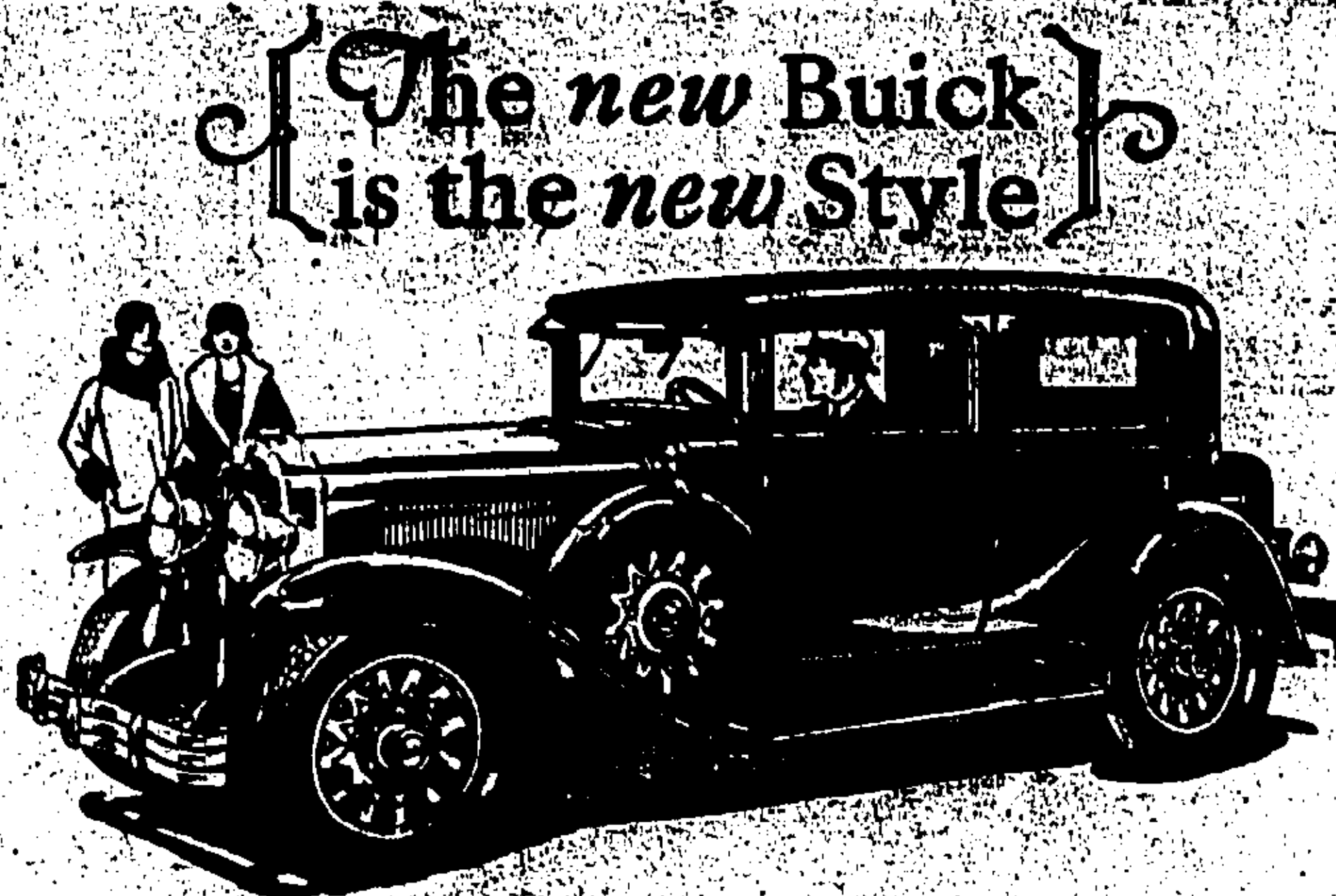
Incidentally he is careful to keep the points of his sparking plugs free from carbon and set at the correct distance apart.

Some engines have required the application of hot rags to the carburettor and air intake

Two Drowned in a Motor-Car Mystery



The car was found in a pond, and the bodies of the two men were recovered from it. The car was a 1928 model, and the men were identified as John Smith and James Brown.



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before they elected to show the least sign of life. The more general use of coil ignition has made starting on a cold morning much easier than it used to be. Petrol, too, is very much better than in the early days of motoring.

ENGINEERING WORK

HOW DIVISIONAL PLANT HAS GROWN

Foremost among the building operations of the Chrysler Corporation made necessary by virtue of the tremendous growth of Chrysler products, a growth unprecedented in automobile history, is the New Engineering Building, which, as part of the Chrysler Highland Park group, located in northern Detroit, Michigan, was recently dedicated.

Devoted specifically to the work of the Chrysler Engineering Organization, this unit is believed to be the largest and finest of its kind in the industry. It is literally a factory within itself where all of the phases of engineering research and development work which go to the creation of Chrysler products are carried out. Not only are plans developed here for changes and modifications in the many different Chrysler models, commercial vehicles and marine engines but every part used in every Chrysler product is subjected to life tests.

In addition, research problems initiated in the organization are worked out constantly.

Five years ago the roster of the Chrysler Engineering Department would have included only Walter P. Chrysler, Fred M. Zeder, Carl Breer, Owen R. Skelton and their co-workers, Harry T. Woolson and Oliver H. Clark. To-day the Chrysler Engineering Division, headed by the same men and their associates, includes a huge staff of technical men representing every known branch of automotive design and research.

300 Men

More than three hundred men in the Chrysler Engineering Division today carry on the work inaugurated by the group who designed and developed the first Chrysler car.

To secure patents on inventions and features of design originated by Chrysler engineers, also to determine whether or not any of the Chrysler inventions or features of design which have been issued by the United States Patent Office, a large legal staff is maintained. Laboratories include the Chemical, Metallurgical, Physical, and Electrical, which are equipped with the latest scientific apparatus for the study of the properties of materials and the behavior of mechanical parts under various conditions of stress and strain.

struction of a motor car, from the moment that it achieves form as a group of ideas on paper, to the point where it makes its appearance in the show room, which is equipped with facilities which duplicate daylight conditions so that the car appears as it is actually to be seen on the street. Every part of every car so constructed is tested in the laboratories.

The Cold Test Laboratory is one of the most recent developments in the industry. Here the most modern types of temperature-indicating devices and recording instruments determine performance of the automobile in all its units under extreme weather operating conditions. The installation of a loud speaker and a microphone allows communication in this sound proof room. In the super cold room a two unit refrigeration machine is capable of effecting a temperature of 60 degrees below zero.

MOTOR CARS IN TURKEY

Constantinople, Nov. 28.

An agreement has been signed by the Turkish Government with the Ford Automobile Company, by which the latter is granted permission to erect an assembly plant at Constantinople. It is understood that the land on which the assembly plant is to be erected will be considered a "free zone" and cars, tractors and component parts will be exempt from Customs duties. In exchange, however, the Ford Company agrees to employ a certain number of Turkish citizens in the plant. The plant will be a "Ford" plant, and will produce Ford cars.

TALLEST STRUCTURE

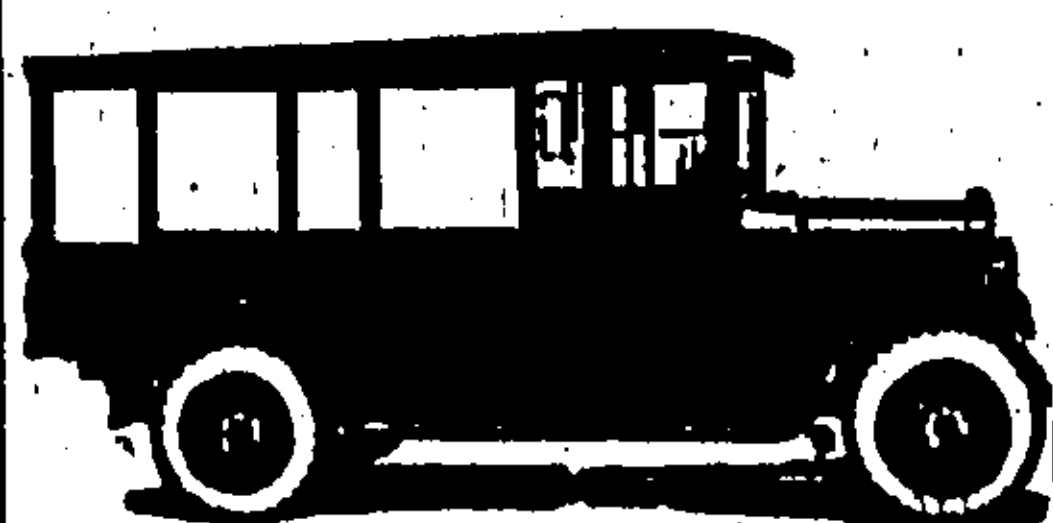
The new sixty-eight storey Chrysler building in New York City destined to be the tallest inhabited structure in the world and which will rise on the northeast corner of Forty-second Street and Lexington Avenue, in New York City, is the latest private enterprise of Walter P. Chrysler. The enterprise is not connected in any way with the Chrysler Motor Corporation. The building will tower to a height of 808 feet, 18 feet greater than the famous Woolworth building in New York. The completed building and leasehold estate have been appraised at \$18,780,000. The ground floor of the structure will be occupied by shops and stores and the remaining floors to and including the sixty-fifth will be devoted to offices. Two of the upper floors of the tower will contain a duplex apartment. Above this will come the three storey observation dome constructed of bronze and glass and culminating in the spire. There will be 88 elevators.

C. S. Stinland, who is well known as a racing driver at Brooklands, has been accorded the signal honour of being selected as one of the three pilots for next year's Schneider Cup Competition.

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"BELLEROPHON" 20th Feb. Genoa, Havre, Liverpool & Glasgow

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"LAOMEDON" 5th Apr. New York, Boston & Baltimore

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POST OFFICE NOTICE.

Letters and postcards for Europe and the British Isles are forwarded via Siberia if so superscribed.

INWARD MAILS.

| From | Per | FRIDAY, JANUARY 18. |
|--|---------------------|---------------------|
| Japan, Shanghai and Europe via Siberia (London, 26th—28th Dec., 1928) | Kalyan | |
| Europe via Suez (Letters and Papers, London, 20th Dec; and parcels, 13th Dec., 1928) | Kashgar | |
| U.S.A., Canada, Japan, Shanghai, & Europe via Siberia (London, 29th Dec., 1928) | President Grant | |
| Shanghai and Swatow | Sun Ning | |
| Straits | Fushimi Maru | |
| Manila | President Jefferson | |
| Shanghai | Aeneas | |
| Japan | Aki Maru | |

OUTWARD MAILS.

| For | THURSDAY, JANUARY 17. | For | THURSDAY, JANUARY 17. |
|---|---------------------------|---|---------------------------|
| Samshui and Wuchow | Kong Ning 4.30 p.m. | Samshui and Wuchow | Kong Ning 4.30 p.m. |
| Japan | Mishima Maru 5 p.m. | Japan | Mishima Maru 5 p.m. |
| Holhow, Pakhoi and Haiphong | Limchow 5 p.m. | Holhow, Pakhoi and Haiphong | Limchow 5 p.m. |
| Swatow, Amoy and Foochow | Hai Ning 2 p.m. | Swatow, Amoy and Foochow | Hai Ning 2 p.m. |
| Tourane | Chung Kong 3.30 p.m. | Tourane | Chung Kong 3.30 p.m. |
| Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Europe via Marseilles—due Marseilles, 18th Feb. K.P.O. Parcels (Jan. 18) 4.30 p.m. Registration (Jan. 19) 9 a.m. Letters (Jan. 19) 10 a.m. G.P.O. Parcels (Jan. 18) 5 p.m. Registration (Jan. 19) 9.45 a.m. Letters (Jan. 19) 10.30 a.m. | Kalyan 19. | Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Europe via Marseilles—due Marseilles, 18th Feb. K.P.O. Parcels (Jan. 18) 4.30 p.m. Registration (Jan. 19) 9 a.m. Letters (Jan. 19) 10 a.m. G.P.O. Parcels (Jan. 18) 5 p.m. Registration (Jan. 19) 9.45 a.m. Letters (Jan. 19) 10.30 a.m. | Kalyan 19. |
| Holhow | Klungchow 9.30 a.m. | Holhow | Klungchow 9.30 a.m. |
| Sandakan | Hinsang 10 a.m. | Sandakan | Hinsang 10 a.m. |
| Manila | President Grant 4.30 p.m. | Manila | President Grant 4.30 p.m. |
| Amoy | Antung 5 p.m. | Amoy | Antung 5 p.m. |
| Straits | Tydeus 6 p.m. | Straits | Tydeus 6 p.m. |
| Shanghai, Japan and Europe via Siberia | Kashgar 6 p.m. | Shanghai, Japan and Europe via Siberia | Kashgar 6 p.m. |
| Bangkok via Swatow | Kaying 9 a.m. | Bangkok via Swatow | Kaying 9 a.m. |
| Swatow, Amoy and Formosa | Canton Maru 9 a.m. | Swatow, Amoy and Formosa | Canton Maru 9 a.m. |
| Shanghai and Japan | Fushimi Maru 10.30 a.m. | Shanghai and Japan | Fushimi Maru 10.30 a.m. |
| Shanghai, Japan, U.S.A., Canada, C. & S. America, B.C.—due Victoria, B.C., 11th Feb. and Europe via Siberia. Parcels 8 p.m. Registration 4.15 p.m. Letters 5 p.m. | President Jefferson | Shanghai, Japan, U.S.A., Canada, C. & S. America, B.C.—due Victoria, B.C., 11th Feb. and Europe via Siberia. Parcels 8 p.m. Registration 4.15 p.m. Letters 5 p.m. | President Jefferson |
| Shanghai and Europe via Siberia | President Jefferson | Shanghai and Europe via Siberia | President Jefferson |
| Letters 6 p.m. | President Jefferson | Letters 6 p.m. | President Jefferson |
| Swatow, Amoy and Formosa | Haiyang Noon | Swatow, Amoy and Formosa | Haiyang Noon |

*Correspondence bearing vessel's name only.

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LONDON VISITED BY BLIZZARD

"BLACK AS NIGHT"

SNOWSTORM DISORGANISES TRAFFIC

HEAVY DOWNFALL

London, Yesterday. London was visited by a blizzard early this morning. Day had scarcely dawned when the sky grew black as night again and there was a heavy downfall of snowflakes whipped by sudden wind into whirling clouds. Vehicles were brought almost to a standstill and pedestrians, unable to struggle against the blizzard, had to take shelter. The storm lasted only half an hour but it left the streets covered with a thick layer of snow and created great disorganisation in the traffic. The eastern half of England generally experienced a snowstorm about the same time.—British Wireless Service.

TURKISH REFORMS

THE ARREST OF THE REVOLUTIONARY

MURDER PLOT

Constantinople, Jan. 15. Twenty-two of the persons taken into custody on the discovery of the plot against the Government are to take their trial at the Criminal Court on Monday.

The accused are alleged to be the principal organisers of the conspiracy, which based its appeal to support on opposition to the recent reforms, which they described as "irreligious."

The movement had become widespread before the police at Broussa got wind of the plot, and made arrests which were followed by more important captures in Constantinople.

It is now alleged that the plot was initiated by a man who is serving a sentence of penal servitude at Broussa.

A secret organisation had been formed, calling itself "The Revolutionary Committee for the Defence of Islamism."

It proposed to liberate all prisoners, to destroy telegraphs and telephones, to kill the Governor and Military Commander of Broussa, and other leading officials, and to march on Ankara and there to overthrow the Government.—Reuter.

POINT BY POINT

JAPAN'S CHINA POLICY OUTLINED

Tokyo, Yesterday. The Japanese Minister (Mr. Yoshizawa) left for Shanghai this evening.

Though not specifically commissioned to negotiate with Nanking, it is expected Mr. Yoshizawa will seize the opportunity to initiate fresh informal negotiations for a settlement of the Tsinan Incident and other questions.

In the meantime, despite rumours to the contrary, it is learned authoritatively that the Premier (Baron Tanaka) is determined to retain Japanese troops in Shantung until satisfactory guarantees are forthcoming, and will continue to negotiate on Manchurian questions at Mukden, as even if the tariff question be settled satisfactorily, this is not regarded as recognising the National Government.—Reuter.

MURDER CASE

ALLEGED INCRIMINATING STATEMENTS

COURT PROCEEDINGS

The hearing was resumed by Major C. Willson, O.B.E., at the Central Magistracy yesterday afternoon, of the case in which a young Chinese named Leung Fung, described as a blacksmith formerly employed at the Royal Naval Dockyard, is charged with the alleged murder of Fung Man-chu, a young student of St. George's School, at the top of Monmouth-path, Kennedy-road, on the night of February 22, 1928.

The case for the prosecution was conducted by Mr. H. Somerset Fitzroy, whilst the accused was represented by Mr. E. S. C. Brooks.

The most important evidence given yesterday was that of a blacksmith who stated on oath that the accused had boasted to him of having committed "a case in Kennedy-road."

Alleged Confessions

Asked by Mr. Fitzroy for the exact words used by the accused, the witness rendered it as follows:—"While I was strolling along Kennedy-road ('Yee Mah Lo'), I saw a male and female. Having seen them with bangles and other ornaments, I stabbed a person to death. After I had done the act, misfortune befell me." This conversation, the witness added, took place on October 13 at No. 29, Wing Fung-street, where the two jointly occupied a bedspace.

In the course of further evidence the witness said that on another occasion whilst they were in a work-shed in the blacksmith department of the Naval Yard, the accused said: "Ever since I did the act in Kennedy-road, where I stabbed a person to death, misfortune has befallen me and even my head is shedding hair!"

The matter was referred to a third time by the accused some time later in an eating house. Witness then warned the accused not to speak of such things, as such deeds were against the law, but accused replied: "I did do it and I am not afraid to say so." On this same occasion the witness was told by the accused that big crimes were seldom detected in Hong Kong even if the authorities offered as much as \$10,000 reward. Accused boasted that nothing could happen to him, as six months had already passed and nothing had occurred.

Examined by Mr. Brooks as to why the accused should confide in him, the witness replied that probably it was "because of the ghost of the murdered man haunting him."

Further hearing of the case was adjourned until this afternoon.

UNLUCKY COOLIE

KNOCKED DOWN BY HOTEL BUS

FOOT AMPUTATED

A coolie carrying two tins on a bamboo pole was this morning knocked down by a motor bus belonging to the Hong Kong Hotel, in Queen's-road Central at the bottom of Gough-street.

The heavy vehicle passed over one of the coolie's feet which was so badly crushed that it had to be immediately amputated at the Government Civil Hospital. His condition is now considered as serious.

BIG LINER'S STORMY VOYAGE

S.S. "MAJESTIC"

ONE MEMBER OF CREW KILLED: FIVE INJURED

MUCH DAMAGE

New York, Yesterday. The s.s. "Majestic" has arrived in a sorry state as the result of mountainous seas during the voyage.

One member of the crew was killed and five injured, and the ship was covered with wreckage.

The enormous steel cargo boom forward was bent at a right angle, and even when docked her engines were still pumping out tons of water.

A quantity of mail matter was drenched and several motor-cars were covered with water, while a theatrical company's scenery was ruined. The forward quarters were piled high with a mass of bedding.—Reuter's American Service.

ARMED ROBBERY

DEESPERATE AFFAIR IN KEELUNG STREET

THREE ARMED MEN

Jewellery to the value of \$742 was stolen by armed robbers, who raided the second floor of No. 2 Keelung-street yesterday evening.

According to Kwan Kong, the occupier of the flat, he and his wife were having their evening meal in the rear cubicle at about 6 o'clock when three robbers burst in through the stairs door which was closed but not fastened.

The robbers were armed with revolvers, and Kwan and his wife were easily overpowered, bound and gagged. They were relieved of all jewellery they were wearing. Afterwards the robbers took the safe key from Kwan's pocket and, opening the safe, emptied it of a quantity of jewellery and some money. The robbers escaped.

"NAVAL SCANDAL"

LONDON JOURNAL CREATES A FLUTTER IN GERMANY

SECRET MEMORANDUM

Berlin, Yesterday. The newspapers are indignantly fulminating over what they term a "Naval Scandal" following the publication in the London "Review of Reviews" of a secret memorandum in which the Defence Minister, Herr Groener, defended the necessity for a new battle cruiser.

An investigation has been ordered into the leakage of the memorandum, which hitherto has been a Cabinet secret.—Reuter.

"J'ACCUSE"

AUTHOR OF FAMOUS BOOK DEAD

Berlin, Yesterday. Dr. Richard Grelling, the author of the famous war time publication "J'Accuse" is dead.—Reuter.

SIR J. CHANCELLOR

PALESTINE'S NEW GOVERNOR AS "GREEN-FOOTED MAN"

Jerusalem, Palestine. Sir John Chancellor, the new High Commissioner of Palestine, arrived at Jerusalem and received an official welcome at the Jaffa Gate. Sir John said his ambition and desire were to please the people. He proceeded to the Government offices and was sworn in by the Chief Justice.

Vast crowds waited in the rain to welcome him. An Arab proverb considers this a good omen, as one who arrives in the rain brings prosperity. He is called a green-footed man, because the rain makes the land green.

PUBLICATION OF TREATIES

Peking, Yesterday. The Legations here learn that the Chinese papers in Canton and elsewhere are publishing texts of the recent Treaties (between China and other nations) without annexes, in which the most important provisions are often embodied, thus conveying an entirely incorrect impression of the significance of the treaties.—Reuter.

LILLIAN GISH IN

—Another great triumph directed by the man who made "Ben Hur!"

A vivid romance of love and hate superbly acted, and directed with the utmost skill!



AT THE
QUEEN'S TO-DAY TO SATURDAY
AT 2.30, 5.10, 7.15 & 9.20.

Bebe Daniels "Dangerous Money"



"The amusing story of a girl who inherited a million dollars and let it go to her head until her sweetie knocked it out!"

AT THE
WORLD TO-DAY & TO-MORROW
At 5.15 & 9.20 Only.
2.30 & 7.15, Chinese picture, "THE SPIDER."

Laughs and thrills run riot throughout this highly amusing story of a modern young miss who could not live without excitement!

PROUD FLESH

With

ELEANOR BOARDMAN
PAT O'MALLEY, HARRISON FORD

AT THE
STAR TO-DAY & TO-MORROW
At 5.15 & 9.20.

OLD OFFENDERS

CONSIDERATE SUGGESTION FROM THE DOCK

"MONEY FOR STOCK"

Charged at Guildhall with loitering at night in Leadenhall-street, John Buck, 65, a hawker, said he had no evil intent. He just wanted to be locked up, so he put a ladder on his shoulder to lead the police to believe he was a house-breaker.

"I wanted to see the Lord Mayor," added the accused "and you can only get to see him by getting run in. If you make an application for relief you don't get a hearing. This is better than breaking a window, isn't it?" (Laughter.)

Mr. Alderman Jacobs: You've a terrible list of convictions, but so far as I can see you have never had the benefit of the Probation of Offenders Act. I see that even at the County of London Sessions you have been sentenced to penal servitude—you must have deserved it! (Laughter.)

"Buck: Well, I haven't done much this time. I had no money for a lodging and no food, and I would rather be in prison than wandering about the streets."

Prisoner: No, sir. What I want is a little money to buy some stock to sell in the streets. Do you think you could do it? (Laughter.)

Mr. Alderman Jacobs: Well, I don't see much use in sending you back to prison. Will 10s. be any good to you?

"Buck: Thank you very much, sir. That will be plenty."

The Alderman: Very well, I shall order you to receive 10s. from the poor-box, and something to get you some food, and you will be discharged.

Buck: I'm most grateful. Henry Russell, 71, another old offender, pleaded guilty at the same court to theft from a bookshop in Paternoster-row. He begged hard for a "chance" promising reformation.

Mr. Alderman Jacobs: Your convictions date back to 1888—a shocking record of wilful damage, assault, and larceny. But I see by this list you have never once had the benefit of the Probation of Offenders Act. They say it is never too late to mend, and even if you are 71 you shall have your chance. You will be bound over for six months.

Frederick Lowndes, aged about 60, of Murray Grove, West Kirby, Cheshire, a tattered police inspector, was bound over with his throat cut in a bold path between Hoylake and West Kirby.